REGISTERED No. 79—1872.

The Bombay Gazette.

No. 7,541.—New Series. BOMBAY:—THURSDAY, APRIL 10, 1873. Subscription in Advance { For a Year .....Rs. 42 / For Six Months.. ...Rs. 24 } Including Postage.

THE BOMBAY GAZETTE.

The Rates of Subscription to the *Gazette*, in advance, for Town and Country, are now on the following reduced scale :—

One Year, in advance	Rs. 42
Half Year ,,	,, 24
Three Months ,,	,, 14
One Month ,,	,, 5

For a Weekly Subscription, in advance, of Rs. 1-8-0, the *Gazette* is now delivered each morning at any address in town, or posted free to any address Up-country.

TERMS FOR ADVERTISEMENTS.

Ten Lines and under—

First insertion	Rs. 5 0
Second do	,, 2 8
Third do	,, 2 8
Fourth and succeeding insertions	,, 0 2½ As.

a line, but no Advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion	8 As. per Line.
Second do	4½ ,, ,,
Third and succeeding	2½ ,, ,,

on the Native Languages, double the above.

For Advertisements which are to be inserted for a considerable time, special contracts may be made.

Domestic Occurrences : Each—Rupee 1.

All Cheques, Money Orders, and other Remittances, should be made payable to the "Proprietor of the *Bombay Gazette*."

SHIPPING.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Contract with Government, despatch Steamers as above with Mails, Passengers, and Cargo, every fourteen days.

The Steam-ship JAVA, 1,465 Tons, 180 H.P., Commander J. Ayres, will be despatched on SATURDAY, the 19th April 1873, at 4 P.M.

April 1873.		April 1873.
Leave BOMBAY 19	Leave Tuticorin	,, 27
,, Rutnagherry 20	,, Colombo	,, 28
,, Vingorla 20	,, Galle	,, 29
,, Goa 20	,, Negapatam	May 2
,, Carwar 21	,, Pondicherry	,, 3
,, Mangalore 22	,, Madras	,, 5
,, Cannanore 23	,, Coconada	,, 7
,, Tellicherry 23	,, Visagapatam	,, 8
,, Calicut 24	,, Bimlipatam	,, 8
,, Beypore 24	,, Gopalpore	,, 9
,, Cochin 25	,, False Point	,, 10
,, Aleppy 25	Arrive CALCUTTA	,, 12

Cargo for Singapore and China can be booked by the Steamers on this line hence or from intermediate ports for transhipment at Galle to the Messageries Maritime Company's Steamers, which run regularly.

This route is the most expeditious and economical for Passengers for the Nellgherry district, Bangalore, and Madras, who can land at Calicut, Beypore, and proceed from thence by rail. Passengers for Calcutta may take the same route, picking up the steamer at Madras.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE PERSIAN GULF, VIA KURRACHEE.

Interchanging Cargo and Passengers at Basreh, to and from Bagdad, with the Euphrates and Tigris Steam Navigation Company.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, will despatch a Steamer every fortnight for the Persian Gulf, touching at KURRACHEE, GUAUR, MUSCAT, BUNDER ABBAS, LINGA, BUSHIRE, FAO, MAHOMERAH, and BUSREH.

The s.s INDIA, 1,059 Tons, 200 H.P., Commander R. L. Turner, will be despatched on FRIDAY, the 11th April 1873, at 2 P.M.

April 1873.		April 1873.
Leave BOMBAY 11	Leave BUSREH	April 30
,, Kurrachee 15	,, Fao	,, 30
,, Sunjar 16	,, Muhlee	May 2
,, Muscat 18	,, Bahrein	,, 2
,, Bunder Abbas 20	,, Linga	,, 7
,, Linga 22	,, Bunder Abbas	,, 11
,, Bushire 24	,, Muscat	,, 11
,, Fao 26	,, Kurrachee	,, 17
Arrive BUSREH 27	Arrive BOMBAY	,, 19

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

THE BRITISH INDIA STEAM NAVIGATION COMPANY (Limited), under Mail Contract with Government, and in connection with the weekly service from Bombay, despatch a Steamer to Kurrachee every FRIDAY.

The Steam-ship KURRACHEE, 510 Tons, 120 H.P., Commander B. Henderson, will be despatched on FRIDAY, the 18th April 1873, at 2 o'clock.

N.B.—No Cargo will be received on the day of sailing.

W. NICOL & Co., Agents.

FOR LIVERPOOL DIRECT, VIA SUEZ CANAL.

TO SAIL ABOUT THE 15TH PROXIMO.

THE fine new Screw Steamer RAVENSWORTH CASTLE, 1,966 Register, Captain W. Sergent, has excellent accommodation for Passengers only. The Saloon and Cabins are on the Quarter Deck, and are efficiently ventilated and well adapted for Families, the Steamer having been specially built for the East India Trade. She carries a Stewardess, and a Surgeon.

Wines, &c., will be supplied on board at moderate prices.

For Rates of Passage, Plan, &c., apply to

KING, KING, & Co.,
6, Church Lane.

"WILSON" LINE.

LIVERPOOL VIA SUEZ CANAL.

TO LEAVE ABOUT 15TH APRIL.

THE S.S. YEDDO, 1,808 Tons Register, has superior accommodation (amidships) with Saloon on Upper Deck. She carries a SURGEON and STEWARDESS.

Rates of Passage Money, exclusive of Wines and Spirits, which can be had on Board,

TO LIVERPOOL.

First Class	Rs. 500
Second Class	,, 300

For Passage and further particulars apply to

GRINDLAY, GROOM, & Co.
W. NICOL & Co., Agents.

N. B.—To be followed by the HIDALGO and XANTHO.

STEAM COMMUNICATION WITH ITALY. (VIA SUEZ CANAL.)

ITALIAN STEAM NAVIGATION COMPANY of Messrs. R. RUBATTINO & Co., GENOA.

The regular Steamers leave

GENOA and BOMBAY
on the 5th, and on the 1st
of each month.

PASSENGER RATES.

[Inclusive of all Transit Fees through the Suez Canal.)

	1st Class.	2nd Class.	3rd Class.
Aden	£22	£15	£4
Suez	35	22	8
Port Said	35	22	9
Alexandria	39	25	9-10
Messina	50	34	14
Naples	50	34	14
Leghorn	50	34	14
Genoa	50	34	14
Marseilles(transhipment at Genoa)	52	35	14-10

Including Wines. Without Food.

Children under 3 years, free of charge.
Children not above 10 years, half fare.

Next Steamers from Bombay :—

ARABIA, on THURSDAY, 1st May 1873.
PERSIA, on SUNDAY, 1st June 1873.

The exact hour of departure will be fixed and published a day or two previous to sailing.

For Hand-books of Information, Rates of Freight, &c., apply to

WOLKART BROTHERS,
Agents Rubattino Steam Navigation Company.

Bombay, 6th November 1871.

P. and O. S. N. COMPANY.

NOTICE.

ALTERATION OF SAILING DATES.

THE CANAL.

The following or other FIRST CLASS SHIPS will SAIL on the undermentioned dates for SOUTHAMPTON, via the CANAL :—

KHEDIVE	3,742 Tons	600 H.P., on 14th April.
TABOOAN	3,138 ,,	600 ,, on 28th ,,
INDUS	3,478 ,,	500 ,, on 12th May.

FARE.

First Class	Rs. 560
Second Class	,, 360

GEORGE F. HENRY,
Superintendent.

Bombay, 3 ampart Row, 8th April 1873.

HOMEWARD PASSAGE AGENCY.

KING, KING & Co.,
6, CHURCH LANE, BOMBAY,

EAST INDIA ARMY AND CIVIL SERVICE AGENTS,

ENGAGE PASSAGES by the P. & O. Co.'s and Canal Steamers, without charge for Commission.

Receive, Ship, and Insure BAGGAGE.

Grant DRAFTS on their London Houses at current Bank rates

Furnish Sovereigns and CIRCULAR NOTES.

Draw PAY to date of departure and settle FUND and OTHER ALLOWANCES.

LONDON.

HENRY S. KING & Co., 65 Cornhill, and
45 Pall Mall.

SOUTHAMPTON. LIVERPOOL.
KING, SEYMOUR & Co. KING, BAILLIE & Co.

CALCUTTA.

KING, HAMILTON & Co.

SHIPPING.

VIA SUEZ CANAL.

On Monday, the 14th April, 1873, at 3 P.M., from Mazagon.

THE P. & O. Co.'s s. s. KHEDIVE, (3,742 tons, and 600 H.P.), Captain J. D. Steward, will LEAVE for SUEZ, as above, carrying H. M.'s Mails, also Passengers and Cargo for that Port, Marseilles, Venice, Southampton, &c.

No Cargo can be received on board after sunset on the day previous to sailing.

The Company reserve the option of forwarding all Goods shipped by their steamers for Europe, through Egypt, either by Rail, or by Canal, in their own steamers, or in vessels employed for the purpose.

Passengers are requested to send their heavy baggage to Mazagon on the day of the Steamer's departure, before 10 A.M., in order that it may be weighed and labelled previous to shipment.

A small Steamer will leave the New Dock Head at Mazagon, at 3 P.M., precisely, on the day of sailing.

CONTINENTAL RAILWAY TICKETS.—For the CONVENIENCE of PASSENGERS by the PENINSULAR and ORIENTAL COMPANY, RAILWAY TICKETS to PARIS and LONDON can now be obtained at the Company's Agencies at Suez, Brindisi and Venice.

GEO. F. HENRY,
Superintendent, P. and O. Company.

Bombay, 7th April 1873.

STEAM TO CEYLON, PENANG, STRAITS, CHINA, AND JAPAN.

On Tuesday, the 22nd April, at 3 P.M., from Mazagon.

THE P. and O. Co.'s s. s. TRAVANCORE, (1,900 tons and 400 H.P.,) Captain C. H. Eastley, will be despatched as above, carrying H. M.'s Mails, and taking also Passengers and Cargo for Madras and Calcutta.

No Cargo will be received on board after sunset on the day previous to sailing, and no brokerage will be allowed on any chest of opium, the officer's receipt for which is not lodged in the Company's Office before noon, on Saturday, the 19th April.

GEORGE F. HENRY, Superintendent.

FOR LIVERPOOL.

VIA SUEZ CANAL.

(To be despatched hence about the 20th instant.)

THE Steam-ship WIMBLEDON, 957 nett registered tons, has very superior accommodation for First Class Passengers.

Rates of Passage are :—

FIRST CLASS TO LIVERPOOL, £50.

Exclusive of Wines, &c., which, however, can be procured on board. For further particulars apply to

W. NICOL & Co., Agents.

Bombay, 3rd April 1873.

STEAM COMMUNICATION WITH THE MALABAR COAST.

THE Steam Ship SIR BARTLE FRERE, W. Hibbert, Commander, will be despatched on TUESDAY next, the 15th April, at 4 P.M., calling at the intermediate Ports on the following days :—

Down Steamer		Up Steamer.	
Leave Bombay	Tuesday.	Leave Cochin	Monday.
,, Rutnagherry	Wed'day.	,, Beypore	Tuesday.
,, Vingorla	,,	,, Calicut	,,
,, Goa	Thursday.	,, Tellicherry	Wed'day.
,, Carwar	,,	,, Cannanore	,,
,, Compta	,,	,, Mangalore	Thursday.
,, Mangalore	Friday.	,, Compta	,,
,, Cannanore	Saturday.	,, Carwar	Friday.
,, Te lichery	,,	,, Goa	,,
,, Calicut	,,	,, Vingorla	,,
,, Beypore	,,	,, Rutnagherry	Saturday.
Arrive Cochin	Sunday.	Arrive Bombay	Sunday.

For Freight and Passage apply to HAJI ABDOOLA HAJI DADA, No 89, Nacoda Street, or to No. 14, Meadow Street, and in the Fort apply to COWASJEE JAMSETJEE, the Agent at Bazaar Gate Street, No. 10.

EBRAHIM HUSSUN & Co.

J. & E. ATKINSON,

WHOLESALE AND EXPORT PERFUMERY, AND FANCY SOAP MANUFACTURERS,

24, OLD BOND STREET, LONDON.

ESTABLISHED 1799.

Prize Medals, London, 1862 ; Paris, 1867.

Cordova Exhibition, 1872.

Silver Medal, Lima, 1872.

Messrs. J. & E. Atkinson's Goods obtained the only Medal for Perfumery."

ATKINSON'S CELEBRATED WHITE ROSE AND OTHER PERFUMES.

ATKINSON'S CELEBRATED EAU DE COLOGNE.

ATKINSON'S CELEBRATED BROWN WINDSOR SOAP, &c.

N.B.—Perfumes, Lavender Waters, Eau de Cologne, &c., manufactured "in Bond," and shipped duty free at great reduction.

PRICE LIST ON APPLICATION.

CAUTION.—Many spurious imitations are now sold of Messrs. J. & E. Atkinson's Goods ; orders should therefore be sent direct or through commission houses of repute. Their goods are kept by all respectable dealers throughout the World.

Wholesale Agents in Bombay. .....D. S. KEMP & Co.

SALES BY AUCTION.

NUSSERWANJEE, CULLIANDASS & CO., 40, Meadow Street.

AUCTION SALE OF ALUM AT VICTORIA BUNDER, COLABA.

THIS DAY THURSDAY, the 10th instant, Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 2 o'clock P.M., at Victoria Bunder, Godown, Colaba, the following barrels of Lump Alum.

On account and risk of Cooverjee Mugjee, Jewraz Bamjee and Harry Dossee, Ex Steamer Shahzad.

C M—B—270 Ba rels Lump Alum.

AUCTION SALE OF VALUABLE LANDED PROPERTY.

On SATURDAY, the 12th inst., Messrs. NUSSERWANJEE, CULLIANDASS and Co. will sell by Public Auction, at 4 o'clock P.M., at the Auction Room, by order of Sha Bhoraibhoy Vizhhoocandass, on account of Narrayen Vittojee Jadow, the Mortgagor, the following valuable landed property :—

All that piece or parcel of land or Government ground, with the dwelling-house thereon, situate on the east side of and facing the sixth Khetwady Street, in new town, in the sub-district of Bhooleshwar, outside the Fort of Bombay, and bounded as follows :—that is to say, on or towards the east partly by the property of Pestonjee Framjee, and partly by the property of Sadoba Pandcorung, on or towards the west by the said Sixth Khetwady Street, on or towards the north by the property of Bezonjee Shapoorjee, and on or towards the south by the property formerly belonging to Nilajee Luxmonjee, and at present of Dhondjee Vinayek Purushram, commonly called Angria, and which said land or ground contains by admeasurement 434 square yards or thereabouts, and is registered in the Books of the Collector of Land Revenue under No. 2046, and which dwelling-house is assessed by the Assessor of Houses under No. 71, and which said premises were formerly and are now in the occupation of the said Narrayen Vittojee Jadow and his tenants.

NUSSERWANJEE, CULLIANDASS & Co.

Bombay, 10th April 1873.

MENESSE and COMPANY.

AUCTION SALE of very Valuable Landed Properties at Mahim, Bhendy Bazaar Road, Baboola Tank Road, and Bellasis Road, well worth the attention of Capitalists and others.

Messrs. MENESSE & Co. have received instructions from Aga Mahomed Nubbee Khan Sheerazi, the sole executor of the Will and Testament of the late Aga Mahomed Esmail Khan Caswini, to submit to Public Auction, on the respective premises, and on the dates specified, the following very valuable landed properties :—

On TUESDAY, the 15th April, at 4 P.M., on the premises.

Lot No. 1.—All that piece or parcel of Pension and Tax land or ground together with the Bungalow erected, built, and standing thereon, situate, lying, and being at Bellasis Road, Byculla, assessed by the Collector of Assessment under No. 7, admeasuring 3,220 square yards, or thereabouts, and bounded as follows :—On or towards the east by a bungalow and premises late in the occupation of Mr. Brown, on or towards the west by a compound and bungalows belonging to the late Rustomjee Nowrojee, on or towards the north by the Byculla Race Course, and on or towards the south partly by a compound and premises now in the occupation of Rustomjee Dossabhoy Setna.

On TUESDAY, the 15th April, at 5 P.M., on the premises.

Lot No. 2—All that piece or parcel of Foras freehold land or ground, situate at Byculla, near Race Course, registered in the Books of the Collector of Land Revenue under Nos. 330 and 331, containing by admeasurement 1120 square burgas, or thereabouts, and bounded as follows :—On or towards the east by the salt batty ground of Rustomjee Nowrojee, on or towards the north by the salt batty ground of Rustian de Souza, and on or towards the south by the properties of Rustomjee Norowjee, Mr. Brown, and Jehangir Nusserwanjee.

On TUESDAY, the 15th April, at 5½ P.M., on the premises.

Lot No. 3—All that piece or parcel of Foras freehold new salt Batty ground situate in Bombay district, near Race Course, registered in the books of the Collector of Land Revenue under Nos. 157 and 158, containing by admeasurement 111 45-50 square burgas, and bounded as follows :—On or towards the east by the Foras ground of Phillips, widow, and Sebastino de Souza, on or towards the west by the Foras ground of Rustomjee Nowrojee, on or towards the north by the Foras ground of Cannoo Gungjee Gowley, and on or towards the south by the Foras ground of Mahomed Bauker Khan bin Mahomed Nabee Khan.

On WEDNESDAY, the 16th April, at 4 P.M., on the premises.

Lot No. 4—All that piece or parcel of Pension and Tax ground, suitable for Spinning and Weaving factories, containing two newly erected teakwood tiled sheds, each containing 40 stalls beside several timber godowns, yielding good rent, situate at Baboola Tank Road, containing 18,338 square yards or thereabouts, together with all that ground-rent and charges of Rs. 50 per annum, payable in respect of a certain stable erected and built on the said piece or parcel of land, and held under a lease of 99 years from the 2nd February 1838, and which said piece or parcel of land is bounded as follows : on or towards the east by the road leading to the Sudder Adawlut, or Criminal Court, on or towards the west by a certain lane that is situate, and intervening between the said piece or parcel of land and Jamsetjee Jejeebhoy Hospital, on or towards the north by the lane dividing the said piece of land from certain lands formerly property of Mirza Ally Mahomed Khan Shoostry, but now belonging to Rudjee Rustomjee Sonawalla.

On WEDNESDAY, the 16th April at 5 P.M., on the premises.

Also by order of Aga Mahomed Nubee Khan Sheerazi.

Lot No. 5—All that piece or parcel of Pension and Tax ground, together with the Bungalow, cook-room, stable and premises, containing 18 shops, yielding good rent, erected, built and standing thereon, situate, lying and being at Baboola Tank Road, containing by admeasurement 4,317 square yards or thereabouts, and bounded as follows :—On or towards the west by the property now or lately belonging to Muncherjee Cursetjee, on or towards the north by the road leading by the side of Baboola Tank to the Bhendy Bazaar Road, and on or towards the south by the property now or lately belonging to Mr. Tadman, and now in the occupation of Aga Mahomed Nubbee Khan Sheerazi.

On THURSDAY, the 17th April, at 4 P.M., on the premises.

Lot No. 6—All that piece or parcel of Pension and Tax land or ground, together with the messuage, tenement, or dwelling-house and premises with a newly erected chawl of teakwood and paved with stone, flagging, comprising 14 shops, yielding good rent, erected, built and standing thereon, situate, lying and being at Bhendy Bazaar or Parell Road (well-known by the name of Aga Bauker's Stables), containing by admeasurement 8,343 square yards, or thereabouts, assessed by the Collector of Assessment under No 112, and bounded as follows :—On or towards the east by the property of Sumsoodeen Pallowker Mahomed Sahebee, on or towards the west by the Bhendy Bazaar Road, on or towards the north by the property of Allaodeen bin Hajee Ebrahim Jettakur, and on or towards the south by the house of Shaboodeen Cocanee, and a sweeper's passage.

On FRIDAY, the 18th April, at 4 P.M., on the premises.

Lot No. 7—Six beds of sweet Batty ground, commonly called or known by the name of Settree, situate at Mahim Road, containing by admeasurement 3,389 3/9th square yards, or thereabouts, assessed by the Collector of Assessment of Pension under Nos. 325 and 483, and of Tax under Nos. 67 and 245, and bounded as follows :—On or towards the east by the Batty ground of Ventura de Souza, on or towards the west partly by a public passage, and partly by a tank called Hassalee Tank, on or towards the north by the Batty ground of Sir Miguel de Lima, deceased, and on or towards the south by the Batty ground of Augustin Mendos.

MENESSE & Co.

Bombay, 10th April 1873.

SALES BY AUCTION.

CRAWFORD and COMPANY, 3, MARINE STREET, BOMBAY.

SALE OF PAINT AND OIL.

THIS DAY THURSDAY, the 10th instant, at 2 P.M., Messrs. CRAWFORD and Co. will submit to Public Auction, at their Rooms, on account of whom it may concern—

100 cwts.	fine white lead in oil in 28 lb. kegs.
20 ,,	,, red paint in oil in 28 ,,
5 ,,	,, picked pomee stone in 1 cwt. casks.
100 kegs	No. 1 red lead, each, 100 cwt. net.
100 drums	each 5 imperial gallons finest refined colza oil.
45 ,,	,, 5 ,, ,, genuine neatsfoot oil.

ALSO,

On account and at the risk of the first purchaser Toolsidass Khimjee, by order of Messrs. Hugh D. Fisher & Co.

142 Kegs Red Lead.

SALE OF SUPERIOR FIRST-CLASS MOULMEIN TEAK SQUARES.

On SATURDAY, the 19th instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, on the Piers Bunder.

About 300 superi r first-class Moulmein Teak Squares in small convenient lots, to suit the requirements of purchasers.

AUCTION SALE OF THE BRITISH SHIP FEZ RUBANEE.

On WEDNESDAY, the 16th instant, at 2 P.M., Messrs. CRAWFORD and Co. will sell by Public Auction, at their Rooms, pursuant to a warrant of sale issued by John Connon, Esq., the Senior Magistrate of Police, on account of wages due to the Captain and Crew amounting to Rs. 2,644-15, the British Ship Fez Rubanee, together with all her stores, tackle and appurtenances, as she now lies in Bombay Harbour.

CRAWFORD & Co.

Bombay, 10th April 1873.

NEW ADVERTISEMENTS.

NOTICE.—CONSIGNEES per s.s. BERWICK are hereby informed of the arrival of the VESSEL, and requested to TAKE DELIVERY at once of their respective GOODS. No Claim will be admitted for damage or short delivery unless passed by the Captain before the departure of the Steamer.

W. NICOL & Co., Agents.

Bombay, 9th April 1873.

NOTICE.—The PAPER CURRENCY DEPARTMENT will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th instant.

A. R. GORDON,
Assistant Commissioner of Paper Currency.

Bombay, 9th April 1873.

NOTICE.—The MONEY ORDER OFFICE will be CLOSED on FRIDAY and SATURDAY, the 11th and 12th instant.

On arrival of English Mail it will open for Overland Money Orders Business only.

ED. W. S. LOGIN,
Asst. Accountant General, in Charge Money Order Offices.

Chief Office, Bombay, 9th April 1873.

WANTED, a DRAUGHTSMAN, for the Indus Bridge Division, Indus Valley (State) Railway. Salary Rs. 50 per mensem. Copies of Testimonials to be addressed to the EXECUTIVE ENGINEER, Indus Bridge Division, Sukkur, Upper Sind.

Just Published,
BY AUTHORITY,
THE
BOMBAY ARMY LIST
FOR THE SECOND QUARTER OF 1873.
PRICE Rs. 3 (Three).

APPLY TO THE
SUPERINTENDENT, BOMBAY EDUCATION SOCIETY'S PRESS.

10th April 1873.

FOR SALE, a best quality Double Central Fire Genuine Dougall's Patent Lock Fast ROYAL EXPRESS RIFLE, '577 Gauge, fitted in best Case, with Implements complete, and Cartridge Levers, &c., just received from England and for sale at Cost Price Rs. 1,100, not being required by the Owner.—Apply to

GRINDLAY, GROOM, & Co.

B. B. & C. I. RAILWAY.

NOTICE.

The NARROW GAUGE BRANCH RAILWAY, 20 miles in length, from MEGAUM to DUBHOI, the property of His Highness the Gaekwar, but worked by the B. B. & C. I. Company, is NOW OPEN for PASSENGER and GOODS TRAFFIC.

J. R. DUXBURY,
Fort, 9th April 1873. Traffic Manager.

TO THE JUSTICES OF THE PEACE FOR THE CITY of BOMBAY.—I hereby give NOTICE, that a QUARTERLY MEETING of the JUSTICES of the PEACE for the CITY of BOMBAY will be HELD in the TOWN HALL, on TUESDAY, the 22nd day of April, 1873, at 3 o'clock in the Afternoon, precisely, to consider the following business :—

1. Letter from the Clerk of the Peace, stating that the Controller of Municipal Accounts had furnished him with the Accounts of the past quarter.

2. Government Resolution, No. 930, stating that His Excellency the Governor in Council will be obliged by the result of the reference regarding the question of the cost of the prosecution of the Toolsee Project being reported to him when the Municipal Commissioner is able to do so.

3. Government Resolution No. 147 C. W. 531, sanctioning the construction of a road from the foot of the southern approach to the proposed overbridge near the Cooperage to join the Colaba Main Road.

4. Petition of Chintamon Damodhur and Purshotum Damodhur, complaining that the Municipal Commissioner had refused the full payment of the amount of the accumulated rent, amounting to Rs. 1,136 due to them on account of their chawl, situated at Pydhoni, which was for several years in the occupation of the Engineer of the Municipality.

5. Petition of the inhabitants of Khetwady complaining against the uncovered state of the gutters in their locality. The Municipal Commissioner's report thereon.

6. Letter from the Acting Municipal Commissioner No. 1616, stating that he will apply for the sanction of the Worshipful Bench to the sale of the old Mutton Slaughter House at Mahim.

7. Memo. of the Municipal Commissioner No. 1338, forwarding copy of an application from Dr. J. Macalister for the post of Health Officer.

8. Application from Mr. Rienzi Walton, Acting Executive Engineer, Island Improvements, for the appointment of Mr. Bisha Bhoraibhoy Vizhhoocandass, on account of Narrayen Vittojee Jadow, the Mortgagor, the following valuable landed property :—

All that piece or parcel of land or Government ground, with the dwelling-house thereon, situate on the east side of and facing the sixth Khetwady Street, in new town, in the sub-district of Bhooleshwar, outside the Fort of Bombay, and bounded as follows :—that is to say, on or towards the east partly by the property of Pestonjee Framjee, and partly by the property of Sadoba Pandcorung, on or towards the west by the said Sixth Khetwady Street, on or towards the north by the property of Bezonjee Shapoorjee, and on or towards the south by the property formerly belonging to Nilajee Luxmonjee, and at present of Dhondjee Vinayek Purushram, commonly called Angria, and which said land or ground contains by admeasurement 434 square yards or thereabouts, and is registered in the Books of the Collector of Land Revenue under No. 2046, and which dwelling-house is assessed by the Assessor of Houses under No. 71, and which said premises were formerly and are now in the occupation of the said Narrayen Vittojee Jadow and his tenants.

9. Memo. of the Municipal Commissioner No. 1748, forwarding a list of ground sold by the Municipality during the first quarter of the year 1873.

10 The Municipal Commissioner will lay before the Bench an estimate of the cost of filling in the low ground in front of, for some time past used as a Hindu Burial Ground, and apply for special sanction to the necessary outlay at the rate of Rs. 2-4 per brass ; it having been agreeable to proceed with the work in anticipation of sanction to the outlay.

11. The Commissioner will report the special arrangements it has been necessary to make for the protection of night soil, owing to the stoppage of the discharge pipe at Carnac Bunder Depot, and ask for sanction to the outlay incurred on such special arrangements, which necessitate the carry ng of night soil to Cammatteepoora and the construction of a drain and tank thereat.

12. The Commissioner will apply for sanction to the work of dry stone pitching Vehar Dasan No. 2 and 3 at an estimated cost of Rs. 3,753.

13. The Commissioner of Customs having represented that it is absolutely necessary that the 25 peons-walas employed under him in the collection of the special duty on Tobacco, Snuff, &c., should receive new clothing, and there being no provision in the Budget for the same, the Municipal Commissioner will ask for sanction to an expenditure of Rs. 340-2-9 for such clothing.

14 The Commissioner will lay a statement of payments made in 1873 on account of liabilities of 1872 before the Bench and apply for sanction to the.

LESLIE CRAWFORD,
Clerk to the Justices of the Peace for the City of Bombay.

Bombay, Town Hall, 9th April 1873.

DINNEFORD'S FLUID MAGNESIA,
The best remedy for
ACIDITY OF THE STOMACH, HEARTBURN, HEADACHE, GOUT AND INDIGESTION,
and the best mild aperient for delicate constitutions, especially adapted for Ladies, Children, and Infants, and for *regular* use in Warm Climates.

DINNEFORD & CO.,
CHEMISTS, LONDON,
And of Druggists and Storekeepers throughout the world.
N.B.—Ask for Dinneford's Magnesia, and use Dinneford's Friction Gloves and Belts.

Agents—TREACHER & Co., Bombay, Byculla, and Poona.

ENGLISH GOODS
(Via Suez Canal)
AT CHEAPEST RATES.
D. NICHOLSON & COMPANY,
SILK, WOOLLEN AND MANCHESTER WAREHOUSEMEN
India, Colonial and Foreign Outfitters,
50 to 52, ST. PAUL'S CHURCHYARD,
Corner of Cheapside), London.
ESTABLISHED 1843,

Invite attention to their Illustrated 120 page Catalogue, sent post free, containing full particulars as to WOOLLEN, SILK and COTTON GOODS of every description.

LADIES' CLOTHING, LINENS, HOSIERY, GLOVES, RIBBONS, HABERDASHERY, JEWELLERY, &c.

Contractors for Military and Police Clothing and Accoutrements

Household Furniture,	Boots and Shoes,
Musical Instruments,	Wines,
Ironmongery,	Ales,
Fire-arms,	Beers,
Agricultural Implements,	Preserved Provisions,
Cutlery,	Stationery,
Carriages,	Books,
Saddlery and Harness,	Toys, &c., &c.

Shipped at Lowest Export Prices.

Sole Agents for the "Wanzer" and the "Gresham" Sewing Machines for the City of London.

Foreign Produce disposed of for a Commission of 2½ per cent.

Price Lists can be had of Messrs. Wheatley & Co., Bombay, and at the office of the *Englishman* Newspaper, Calcutta.

D. NICHOLSON & CO.,
50, 51 & 52, ST. PAUL'S CHURCHYARD, LONDON.

Terms.—Not less than 50 per cent. to accompany Indents, and balance against Bills of Lading.

Special advantages to Hotel Keepers and Regimental Messes.

WHITMORE'S COMPOUND LINIMENT, or ARNICA.—A Specific for the cure of Rheumatism, Lumbago, Sciatica, Sprains, Contusions, Weakness of the Joints, Chilblains, &c. It is also an excellent remedy as a stimulating application to the surface of the Chest and Back in Bronchitis, Inflammation of the Lungs, Pulmonary Consumption, and Hooping Cough. When the Liver is inactive, rubbed over it, its stimulating properties have a beneficial effect, and in all cases where counter-irritation is desirable, it will be found invaluable. In bottles, small, medium, and large.

Wilkinson's Bronchio-Thoracic Lozenges.

Prepared from the receipt of an eminent Physician, and experience has fully justified their recommendation as the most speedy remedy in irritation of the Throat, Catarrhal Coughs, Bronchitis, Incipient Consumption, Spitting of Blood, &c., &c. To public Speakers and Vocalists they will be found invaluable, as they impart a clear and beautiful tone to the voice. Free from any preparation of Opium, and of an agreeable taste, they are applicable to all.

Whitmore's Stomachic and Liver Pills.

No Pill is so efficacious in promoting digestion, strengthening the Stomach, correcting Acidity, preventing or removing Headache, Giddiness, &c., arising from a Costive Habit, Debilitated Stomach, or Torpid Liver. In bottles, small, medium, and large.

They require no change of diet, and those of the most delicate constitution may take them with safety.

Taken as an adjunct wi h Wilkinson's Sarsaparilla with the greatest success.

Prepared only by Thomas Wilkinson, 270, Regent Street, London.

Bombay :

Wholesale and Retail Agents. Treacher & Co., Limited, Medical Hall, Byculla, and Fort. Poona.

And of the principal Firms in India and the Colonies.

MRS. JACOB HUNT,

MILLINER AND DRESSMAKER,

MEADOW STREET, BOMBAY, AND EAST STREET, POONA,

HAS MUCH PLEASURE IN ANNOUNCING

TO THE LADIES OF THE PRESIDENCY

THAT AN ENTIRELY

NEW AND VARIED ASSORTMENT OF MOST FASHIONABLE MILLINERY

IS NOW OPENED FOR THE SEASON IN BOTH HER ESTABLISHMENTS.

SPECIAL ATTENTION is paid to the selection of Mrs. JACOB HUNT'S MILLINERY at the leading Continental and London Houses, and Supplies being received by each successive Mail, she can thus ensure their being FRESH and of the LATEST FASHION.

LADIES' OWN MATERIAL MADE UP WITH MUCH CARE AND TASTE.

FIVE PER CENT. DISCOUNT ON MONTHLY SETTLEMENTS, AND TEN PER CENT. DISCOUNT FOR CASH PAYMEN

DURING THE HOT SEASON.

ASQUITH AND COMPANY

Will have ready for inspection at their

ESTABLISHMENT.

23, & 24, APOLLO STREET,

Several large and special Shipments.

A COMFORTABLE AND PERFECT FITTING SHIRT,

IN THE FOLLOWING CHOICE MATERIALS.

	Cash. Rs. a.	Credit. Rs. a.
OXFORD CLOTH.—All the new patterns in this favourite Material, which is cool, shrinkless, and absorbing ... ...Six for	36 0	42 0
FRENCH PRINTED CAMBRIC, with Collars attached. Neat Stripes or Spots, the latest designs, fast colour ...Six for	28 0	31 0
PRINTED CAMBRIC, with Collars attached ; a strong useful Shirt ...Six for	22 8	25 8
BEST LONGCLOTH, fine Linen Fronts and Cuffs with the new plain Military Front, for Indian washing ...Six for	28 0	31 0
FINE LONGCLOTH, Cambric Front and Cuffs, made as above... ... ...Six for	22 8	25 8
SILK and WOOL. This quality is the best made, and rarely obtained in this country ; neat, plain colours or Fancy Stripes, thoroughly shrunk ... ...Six for	52 0	58 0
WOVE OF FANCY PRINTED FLANNELS. The best Goods manufactured, a large choice for selection, thoroughly shrunk .. ..Six for	49 0	56 0
DRESS SHIRTS, embroidered fronts ...From	7 8	8 8

Special Note.—ASQUITH & Co. have now in Stock Two Hundred Dozens of PERFECT FITTING SHIRTS, in various Materials, ready for immediate use.

Cambric Handkerchiefs,

HEMMED AND WASHED FOR IMMEDIATE USE.

		Cash. Rs. a.	Credit. Rs. a.
Fine Scotch Lawn, Plain, White, or with Coloured Borders	per dozen.	5 0	6 0
Fine Irish Cambric, very Thin and soft, with wide or medium Tape Borders or neat Fancy Cords. These goods are the best manufactured	do.

COMMERCIAL INTELLIGENCE.

WEDNESDAY, 9TH APRIL 1873.

EXCHANGE on London has remained very dull, and at easier rates for sellers than on yesterday's quotations, but we have not heard of any transactions of special note. To-day's prices close easy.

Government Paper still maintains its price, and there are few sellers even at the present high rates.

Bank Bills, 6 months' sight ..... 1s. 11⅝d.
Credit Bills, do. ..... 1s. 11 19/32d.
Documents, do. ..... 1s. 11 5/8d. to 1s. 11 11/16d.
Bank Bills, 3 months' sight ..... 1s. 11 3/16d.
Credit do. ..... 1s. 11 5/16d. to 1s. 11 11/32d.
Documents, do. ..... 1s. 11 7/16d.
Bank Bills, demand ..... 1s. 10¾d.

On Calcutta Bank Bills, 60 days' sight. 99
Do. demand 100 3/16

On Madras, 30 days' sight ..... 99¾ nominal.
Do. demand 100

On China House Bills, 60 days' sight. 225½

GOVERNMENT SECURITIES.

Five-and-a-half per cent.	110½
Four & half per cent.	104½
Four per cent.	102½
Four & half per cent. (Public Works Loan)	106
Five per cent. Debenture Loan, 1866-67	103
15 years' Debenture Loans	109½
10 years' do. do.	105
5 years do. do.	103
Six per cent. Municipal Loan House Rate	112
Do. Do. Market Rate	112
New French Loan 5 per cent. fully paid up of 1871 and 1872	92
New French Loan instalment paper of 1872	94
Paris Municipal Loan (Debenture Rs. 117) per Bond	115.

Rates of discount at New Bank of Bombay—

Loans on Government Paper on demand	4½ per cent.
Fixed Loans on do. to 3 months'	5½ ,,
Do. do. over 3 do.	6½ ,,
Do. on Merchandise	7½ ,,
Cash Credit do. to 3 months'	6½ ,,
Do. do. over 3 do.	6½ ,,
Do. do.	7½ ,,
Bank Bill	6½ ,,
Mercantile Paper	6½ ,,

PRICES OF BULLION, &c.

Sovereigns, each	Rs. 10-9-6 to 10-9
Carolus	290
Mexican Dollars	222
Five-Franc Pieces	221½
Bar Silver	107⅛
Gold Leaf	16-12
Bar Gold 10 oz. English 100 touch	16-14
Australian Gold 100 touch	16-13-6 to 16-14

FREIGHT REPORT.

WEDNESDAY EVENING.

FREIGHTS.—Rates for Liverpool by Canal Steamers are unchanged, £2-17-6 to £2-16-3 being with difficulty procurable owing to the limited quantity of cargo offering. By sail they are firm. The Ocean Belle, 550 tons, has been chartered to load from Cochin for London at £3-10-0 for oil, £3-5-0 measurement.

London	Cotton	No ships.
	Cases	
	Seed	
Liverpool	Iron Ships Cotton	£2 12s. 6d. to £2 15s. 0d. p.t. nl
	Wooden Ships ,,	£2 12s. 6d. p.t. nl.
	Myrabolams	£1 15s. 0d.
	Coir bills	£0 12s. 6d.
	Seeds	£2 7s. 6d. nominal.
Havre	Cotton	£2 17s. 6d.
	Coffee	
Overland Steamers—		
Venice		£3
Trieste		£3 2s. 6d.
Liverpool		£3
Havre		£3 5s.
Liverpool via Suez Canal		£2 17s. 6d. to £3 10s. 0d.
China	Steamer Cotton	Rs. 5 per bale.
	Opium	Rs. 25 to 30 per chest.
	Sailing Ships	Rs. 6 per bale nominal.
Calcutta	Salt	Rs. 5 per ton.
Calcutta to Bombay		s.s. Rs. 19 p. ton.; ship Rs. 18 p. ton and Calcutta Port charges.
Mauritius		Nothing doing.

SALES AND PURCHASES.

PIECE GOODS.

Almost nothing was done yesterday, and prices remained quite nominal. The following sales are reported to have been made by European firms yesterday :—

2,000 pieces Grey Shirtings 40 in. 39 yds. 8¼ lbs. at Rs. 5 12 9
500 ,, ,, ,, com. 40 ,, 39 ,, 6 ,, at ,, 4 3 6
300 ,, T. Cloths ,, 32 ,, 24 ,, 7 ,, at ,, 3 15 0

COTTON.

The market closed quiet with prices in favour of buyers. The following are our closing quotations :—

New Oomrawuttee (Ready) ..... at Rs. 208 to Rs. 210
,, Akote ,, ... at ,, 215 to ,, 218
,, Broach M.G. ,, ... at ,, 243 to ,, 245
,, Hingunghaut ,, ... at ,, 238 to ,, 242
,, Dhollera (May delivery) ..... at ,, 211 to ,, 213

The undermentioned purchases are reported to have been made by European firms yesteray :—

50 candies	New Mawa	Ready ...at Rs. 217
75 ,,	,, ,,	,, ...at ,, 218
50 ,,	,, ,,	,, ...at ,, 217
50 ,,	,, ,,	,, ...at ,, 218
50 ,,	,, ,,	,, ...at ,, 217
50 ,,	,, ,,	,, ...at ,, 217
25 ,,	,, ,,	,, ...at ,, 218
100 ,,	,, Bhownuggur	,, ...at ,, 215
50 ,,	,, Broach M. G.	,, ...at ,, 245½
50 ,,	,, ,,	,, ...at ,, 241½
150 ,,	,, Khandeish	,, ...at ,, 195
25 ,,	,, Oak	,, ...at ,, 200
25 ,,	,, Fairpore	,, ...at ,, 213
25 ,,	,, Veravul	,, ...at ,, 192
25 ,,	,, ,,	,, ...at ,, 202

BOMBAY BILL AND STOCK LIST.

WEDNESDAY AFTERNOON.

INQUIRY for Bank of Bombay and Spinning shares; other shares dull. Government Paper advancing.

BANKS.

No. of Shares	Nominal value Rupees	Paid up.	Last dividend.	Names.	Cash Rates per Share.
	Rs.	Rs.	p. s.		
100,000	100	all	5 p.ct.	Agra Bank	83
20,000	1,000	all	6 p.ct.	Bank of Bengal	1,400
10,000	500	all	5 p.ct.	Do of Bombay New	741½
10,000	500	100	5 p.ct.	Do 2nd Res. Issue	230
5,250	1,000	all	5 p.ct.	Do of Madras	1,170
10,000	250	all	8 p.ct.	Chartered Mercantile Bk of L. L. & China	250
40,000	281¼	all	12 pct.	Hong. & Shanghai Bank	410 nl.
40,000	200	all	Nil.	Chartered Bk. of I. & C.	150
32,000	250	125	5 p.ct.	National Bank of India	110
10,000	250	all	12 do.	Oriental Bank	450

RAILWAY COMPANIES.

.....	£20	21 9 3 0	p.c.	G. I. P. Railway Consolidated Stock	232
.....	£20	10 9 1 0	do.	Do. New £20 Shares	126
.....	£20	13 10 7	do.	Ditto	
.....	£100	1,00	do.	B. B. & C. I. Railway Co.	1,125
.....	£18	18 5 7 1	do.	Do. New Shares	215

LAND COMPANIES.

4,000	3,000	all	Rs. 75	Colaba Land Co	1,455
8,000	150	all	Nil.	Frere Land & Pier Co. Ld.	107
750	2,000	2,000	31p.s.	Mazagon Land	880
6,000	1,000	all	15p.s.	Port Canning Land Company, Limited	453

SPINNING AND WEAVING COMPANIES.

400	2,000	1,700	150p.s.	Albert Mills Co	1,750
600	1,250	all	50p.s	Alexandra Spinning	1,275
500	2,500	all	100*	Alliance Spinning	2,600
100	5,500	all	...	Bombay	2,800
900	1,000	all	20*	Bombay United	1,020
600	150	150	25*	Broach Mills	230
2,500	2,000	all	...	Dhurumsey Spinning	1,355
750	2,000	all	200p.s	Great Eastern	2,050
2,500	1,000	all	140p.s	Manockji Petit's	1,155
900	1,000	all	40 p.s	Morarjee Spinning	1,050
800	2,500	all	100p.s	Oriental	3,150
480	2,500	2,400	216p.s	Royal	2,040
00	1,000	all	...	Soonderdas Spinning	1,180

* Per share for the half-year.

PRESS COMPANIES.

150½	5,000	2,850	225 p.c.	Akbar Cotton Press Co	2,150
200	2,000	1,100	150p.c.	Albert Co. Kurrachee	820
100	5 0	all	10p.c.	Albert king Co	550
250	3,000	850	Nil.	Alexandra Press Co	240
156	12,000	11,000	100p.c.	Apollo Press Co	6,200
200	2,000	all	200p.c.	Bombay Press Co	1,675
200	500	all	50 p.c.	Do New	400
350	1,000	1,000	100 p.c.	Broach Cotton Co	840
100	1,500	...	...	Carwar Company	1,150
500	1,000	all	40	Colaba Press Co	5,650
250	2,000	all	250 p.c.	East India Press Co	2,300 nl.
150	8,500	all	500	Fort Press Co	6,800
200	2,000	1,500	75 p.c.	Framji Cowasji Press Co	715
200	1,000	all	200 p.c.	Fremel Press Co	725
2	6,000	6,000	225 p.c.	Hydr aulic Press Co	2,150
250	5,000	1,467	75 p.c.	Imperial Press Co	850
200	400	250	62½ p.c.	Mofussil Press & Q. Co	240
120	2,500	all	250 p.c.	Prince of Wales Press	2,200
200	1,500	250	...	Samoon's Press Co	400
400	850	750	135 p.c.	Scinde Press Co	885
140	1,000	750	...	Scind and Punjaub Cotton Press Co., Limited	1,140
225	2,000	1,000	250*	Victoria Press, Madras	1,175
150	850	all	8 p.ct.	Vic. Cot. Gin & Press Co.	1,000

Per share for the half-year.

MISCELLANEOUS.

.....	2,500	1,500	105p.c.	Bombay Burmah Trading Corporation	1,380
6,000	50	all	4½p.ct.	Bombay Gas Company	55
500	500	200	15 p.c.	Landing and Shipping Co. of Kurrachee Ld.	150
2,150	200	100	7 p.c.	Malabar Company Ld.	102
1,000	50	all	1½ p.c.	Mechanics B'd'gs Co	25
2,000	500	all	60 p.c.	Preacher & Co	490
2,000	251	all	60 p.c.	Viegas Patent Slip Co	60

BANKS IN LIQUIDATION.

		Date of L'dation.			
.....	95	19½	...	Bank of China	1
.....	250	2	Mar. '66	Central Bank	1
.....	...	...	...	East India Bank	1
.....	200	13	Feb. '67	Indian Peninsula	1
.....	200	70½	May '67	Royal Bank	2

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY.

Approximate Return of Traffic for the Week ending 5th April 1873.
Open 389½ Miles.

	Rs.	a.	p.
Coaching	47,856	0	0
Merchandize	102,491	0	0
Earth Trains	331	0	0
Electric Telegraph	847	0	0
Total Rs.	1,51,515	0	0

Corresponding week in April 1872.
Open 349½ Miles.

Coaching	45,544	0	0
Merchandize	90,739	0	0
Earth Trains	758	0	0
Electric Telegraph	628	0	0
Total Rs.	1,37,720	0	0
Increase Rs.	13,786	0	0

CALCUTTA.—5TH APRIL.

The following transactions were reported :—
In Government Securities :—
4 per cents, at Rs. 102-3 to 102-4.
4½ per cents. of 1873, at Rs. 104-4.

SHIPPING.

ARRIVALS.

April.	Vessel.	Commander.	From.
9	Berwick (s)	Ward	Liverpool, Feb. 25.
9	Sir J. R. Carnac (s)	Rallis	Aden.

The following vessels were entered out for loading yesterday :—
Steamer Golconda, to Aden and Suez.
Ship Kirkwood, to Liverpool.

MADRAS.

ARRIVALS.

April			
5	Assyria (s)	.....	Calcutta.
	Ker Chalan	.....	Cocanada.
6	Bagdad (s)	.....	Bombay.

DEPARTURE.

April		
6	Knight of Snowdown	Calcutta.

DAILY EXPORTS.—9TH APRIL.

FOR LIVERPOOL.

Octavia, 60 bales cotton, G Damoder ; 100 bales cotton, K Nizon & Co ; 50 bales cotton, M Ootumram ; 51 bales cotton, V Govindjee ; 100 bales cotton, J Sowjee.
Gresham, s, 41 bales cotton, R Steuart & Co ; 6 cases sandalwood oil, R Mahomed.
Ravensworth Castle, s, 500 bales cotton, Pestl, Cassels and Co ; 56 bales cotton, B Ambaidas ; 10 bales hides, M Allana ; 4,30) bundles coir yarn, P Runsordas ; 75 bales wool, F C Gangjee; 25 bales cotton, N Chintoorss ; 10 bales hides, M Corjee ; 10 bales hides, S S Mahomed.
Cingalese, s, 152 bales cotton, R Steuart & Co.
Khedive, s, 40 bales wool, E Yussoojee.
Bengalee, s, 590 bales cotton, Ralli Brothers ; 100 bales cotton, C Pitamber ; 100 bales cotton, W Bogle & Co.
Yeddo, s, 100 bales cotton, C Pitamber ; 200 bales cotton, K Tooloidas & Co ; 26 bales wool, G Vijasunkur ; 350 bales cotton, N Manockjee & Co ; 100 bales cotton, W Bogle & Co ; 7 bales cotton, Finlay, Scott & Co ; 58 bales cotton, V Tokersey.
Stephenson, s, 300 bales cotton, S Hobart & Co ; 200 hhds cocoanut oil, Lawrence & Co.
Clara, s, 12 bales cotton, J N Mahomed ; 81 bales cotton, T Goculachund ; 50 bales cotton, M Ootumchund ; 100 bales cotton, Finlay, Scott & Co.
Ambroze, 500 bales cotton, W Nicol & Co ; 400 bales cotton, F Muir & Co ; 192 bales cotton, S Tyabjee & Co.
Bride of Lorne, 300 bags linseed, P Varsee ; 200 bales cotton, K Preiswork & Co ; 600 bags linseed, S Virjee ; 100 bundles hides, S S Mohomed & Co.
Lorne, s, 898 bales cotton, Gaddum & Co ; 500 bales cotton W and A Graham & Co ; 1,000 bundles myrabolams, Ralli Brothers.
Kirkwood, 250 bales cotton, V Brothers ; 500 bales cotton, W Nicol & Co.

FOR LONDON.

Khedive, s, 3 cases shawls, Forbes & Co ; 4 cases fishmaws, K Nansey.

FOR TRIESTE.

Golconda, s, 200 bales cotton, Knoop & Co.

BOMBAY GOVERNMENT TELEGRAPH

OFFICE—9TH APRIL, 8 P.M.

Latest dates from United Kingdom.

Via Russia, 8th April, 8-28 P.M., Greenwich time. Time in transit, 4 hours 17 minutes.

Via Suez, 9th April, 12-15 P.M., Greenwich time. Time in transit, 2 hours 27 minutes.

Latest dates from Continent of Europe.

Via Russia, 9th April, 3-15 A.M., Greenwich time. Time in transit, 1 hour 25 minutes.

Via Turkey, 8th April, 12-40 P.M., Greenwich time. Time in transit, 5 hours 37 minutes.

Via Suez, 9th April, 1 P.M., Greenwich time. Time intransit, 1 hour 40 minutes.

Latest date from China.

Via Singapore, 9th April, 6-10 P.M. Time in transit, 3 hours 24 minutes.

The time occupied in the transmission of messages to Bombay from 8 P.M. of the 8th to 8 P.M. of the 9th April is as follows :—

	Max.	Min.
From Calcutta	3 13	0 16
,, Galle	6 39	0 54
,, Kurrachee	1 40	0 2
,, Madras	1 52	1 21

COLABA OBSERVATORY.

Results of Meteriological Observations made at the Government Observatory, Colaba, Latitude 18 deg. 53m. 45s. N., L. 4h. 51m. 19·3s., East, Height of Barometer above the Sea 37 feet.

Means of Observations taken at 6 A.M., 10 A.M., 2 P.M., 4 P.M., and 10 P.M.

March.—April.	Barometer corrected for 32 deg. Fah.	Temperature of the Air.	Wet-bulb Thermometer.	Dew Point.	Relative Humidity of Air.	Extent of cloudy sky the whole sky clouded=1	Mean of Observations of Rain read at 10 A.M. on following day	Minimum temperature of Air read at 10 P.M.	Wind. General Direction.	Movement in 24 hours.
	In.	°	°	°						
31	29·833	84·2	78·5	76·5	782	1·8	87·8	78·9	WNW, NW, NE, ENE, SSW, WSW, W, WSW, SSW	243
1	·805	83·6	78·6	76·9	808	3·6	87·8	78·0	S, ESE, SSW, S W, WSW, S, SW.	259
2	·742	83·7	78·6	76·9	804	1·4	88·1	77·9	WSW, SE, SSE, SE, W, WSW, SSE, WNW.	228
3	·734	83·9	77·9	75·8	781	1·2	88·3	78·5	WNW, SSE, SW, NE, ESE, NW, WNW, WNW.	189
4	·723	83·7	77·3	75·0	756	1·8	88·5	77·8	WNW, NNE, WNW, WSW, W, WNW, WNW.	205
5	·737	83·1	76·8	74·5	763	0·4	87·9	76·9	N, NNE, ENE, EW, WNW, NW.	213
6	·753	82·3	75·5	72·6	723	0·0	87·7	76·0	NW, NNE, NW, WNW.	221

MILITARY.

ARRIVALS.—APRIL 7.

Trotter, Bengal Royal Engineers, on duty, from Kattywar.

APRIL 9.

Shore, Quarter Master, 5th Royal Irish Lancers, on medical certificate, from Scalkote.
Mercer, Lieutenant-Colonel, Royal Artillery, on duty, from Allahabad.
Kean, Surgeon, Madras Medical, on furlough, from Port Blair.
Anthonisz, Assistant Surgeon, 108th Regiment, to join, from Aseerghur.

DEPARTURES.—APRIL 9.

Tanner, Major, Staff Corps, on leave, to Mussoree.
Castell, Major 1st Beloochees, on leave, to Mussoorie.
Fitzgerald, Major, 49th Regiment, from leave, to Mhow.

POSTAL NOTICES.

DEPARTURE OF OCEAN MAILS.

	Date.	Mail closes.	After-packet.
United Kingdom	April 14	5-30 P.M.	6-30 P.M.
Kurrachee	,, 18	11 A.M.	12 A.M.
Persian Gulf via Kurrachee	,, 11	11 A.M.	12 A.M.
China	,, 22	4-30 P.M.	No after packet.
Australia	May 3	4-30 P.M.	
Mauritius, Reunion, &c	April 14	5-30 P.M.	6-30 P.M.
Zanzibar, &c.	,, 14	5-30 P.M.	6-30 P.M.

OVERLAND MAIL.

The Overland Mail Steamers of the P. and O. S. N. Company leave Bombay every Monday at 7 P.M. during the fair Season and on Fridays, at 5-30 P.M., commencing with the mail of the 24th May, during the monsoon.

Letters will be received at the General Post Office up to 5-30 P.M. Newspapers, Books, and Patterns, up to 5 P.M.

Registered Letters up to 2 P.M. Letters presented for registration after that hour will be received up to 4 P.M. on payment of an additional fee of 2 annas on each letter. The additional fee to be paid in stamps affixed to such letters.

Late letters, if fully prepaid by means of stamps in respect both of postage and of late letter fee (4 annas each), will be received at the Pier Post Office from 5-30 to 6-30 P.M.

The latest hour for posting Overland covers at the several Branch Post Offices will be 1-30 P.M.

Fully prepaid letters will be received on board the Overland Mail Steamer after 5 P.M. up to starting time (7 P.M.) by the payment of an additional fee of Eight Annas. All others will be refused.

The postage chargeable on letters sent to the countries mentioned below *through Trieste* is altered as follows, with effect from the 1st April 1873 :—

	Present Rates per ½ oz.	Revised Rates per ½ oz.
	Annas	Pies. Annas Pies.
Austria, Luxemburg, German States, Austrian Post Offices in Turkey	8	8 8 0
Belgium, Denmark, Netherlands, Switzerland, Moldavia, Wallachia, Servia	9	4 9 0

POSTAGE BY THE BRINDISI ROUTE.

The Postage rates chargeable on Correspondence forwarded "via Brindisi," to the United Kingdom, or places served through the United Kingdom, are as follows :—

For the United Kingdom.

Each Letter per ½ ounce—annas 8.
Each Newspaper per 4 ounces—annas 2.
Each Book or Pattern Packet not exceeding one ounce—1 anna and 4 pie ; not exceeding 2 ounces—annas 2, 8 pies ; not exceeding 4 ounces—annas 4, 8 pies ; every additional 4 ounces—annas 4 8 pies.

The full prepayment of Correspondence forwarded via Brindis is optional and all covers not fully prepaid will, unless specially marked by the senders for transmission by any other route and conforming to its conditions, be forwarded via Southampton.

The subjoined Table shows the dates of departure of Overland Mail Steamers from Bombay during the first half of 1873 :—

	At P.M.		At 7 P.M.
Monday	April 14	Monday	May 26
,,	,, 21		At 5½ P.M.
,,	,, 28	Friday	May 30
,,	May 5	,,	June 6
,,	,, 12	,,	,, 13
,,	,, 19	,,	,, 20

CHINA AND AUSTRALIAN MAILS.

The subjoined Table shows the dates of departure of the China and Australian Mail Steamers from Bombay during the first half of 1873 :—

CHINA MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Tuesday ..... April 22	Monday	June 2
,, ... ,, 5	,, ...	,, 16
,, ... May 19	,, ...	,, 30

AUSTRALIAN MAILS LEAVE BOMBAY ON

At 4-30 P.M.		At 4-30 P.M.
Saturday ..... May 3	Saturday	June 23
,, ... ,, 18		

Registered letters will be received until 1 P.M. on the respective days. The Postage for a ½ oz. letter to the Australian Colonies is 8 as. 8 pies.

THE "BOMBAY GAZETTE."

THE following are now the uniform rates of subscription to the *Bombay Gazette* both for town and up-country subscribers :—

Subscription for One Year (*Post Free*)	Rs.	42 0 0
Half Year	*ditto*	24 0 0
Three Months	*ditto*	14 0 0
One Month	*ditto*	5 0 0
One Week	*ditto*	1 8 0

The above rates are for subscriptions paid *in advance*.

"BOMBAY GAZETTE" OVERLAND SUMMARY.

THE shape of the *Bombay Gazette Overland Summary* is now similar to that of the *Pall Mall Budget*. Residents in distant parts of India will find the *Gazette Summary* a convenient Weekly Paper of Bombay and general news. It contains all the Government Orders, Civil and Military, from the official *Gazettes* ; specially-written Money and Commercial Market and Freight Reports ; Leading Articles on the principal topics of discussion in India ; and all the Local and General Intelligence of the Week.

The Edition for Indian Subscribers also contains the Telegrams received from Europe during the Week, and the Special London Correspondence, Political, Commercial, Military, and Sporting, published in the Daily *Bombay Gazette*.

A specimen copy will be sent on receipt of address.

Subscription for One Year; *Post Free in India*, Rs. 12.
Postage to England, Rs. 6·8 per annum.

BOMBAY PRICE CURRENT.

THE *Bombay Price Current* is published Weekly at the *Bombay Gazette* Office, on the Departure of the Overland Mail for Europe.

Per Annum	Rs	10 0 0
Per Copy	,,	0 4

TO RESIDENTS OF POONA.

RESIDENTS of Poona may obtain the *Bombay Gazette* DAILY at MESSRS. TREACHER & CO.'s, or MESSRS. D. S. KEMP & CO.'s, POONA, price, 4 annas. Also, on Tuesday the INDIAN EDITION of the *Bombay Gazette Overland Summary*, containing all the news of the week, the Telegrams received from Europe during the week, and the Special London Correspondence, Political, Commercial, and Sporting, published in the Daily *Bombay Gazette*.

BOMBAY EXHIBITION of 1873 OPEN DAILY from 10 A.M. to 6½ P.M. Admission—FOUR ANNAS.

G. W. TERRY,
Member of Committee and Honorary Secretary.

MR. A. MENIST,
OCULIST OPTICIAN,
OF HOLLAND, AND 42 BURTON CRESCENT,
LONDON,

RESPECTFULLY informs the Public of Bombay and its vicinity that the great success which has attended his former visit to Bombay, has induced him to stay for a limited time in Bombay, previous to his departure for Europe. Mr. Menist has made for himself an Indian as well as a European reputation, and, as usual in such cases, it is only the fairly-earned reward of real merit. Hundreds of testimonials from all classes, in all parts of the world, attest the benefit that has resulted from the use of his Spectacles. Mr. Menist has devoted a lifetime to the study in suiting the eyesight by mechanical means. He can confidently state that his optical instruments are superior to those of any other makers in the world. Common and inferior goods may be had for half the price, but reflection will convince every one that when it becomes a question of economising a little money at the expense of their sights the economy is a very doubtful one. Every detail is carefully studied in Menist's Spectacles. It is not enough to have the best pebbles that can be procured, cut in strict accordance with the latest discoveries of science, and suited with the greatest nicety to the ever-varying convexity and concavity of the organ, if those pebbles are not worn in a properly-made frame, and thus secured in a proper position and at a proper distance from the eye. Again, if the frames are not made of suitable materials and properly tempered, the joints perfectly fitted, and so on, they soon get out of shape and cause a displacement of the pebbles, which entirely alters their focal power. Menist makes his frames of gold and silver only, steel being quite unsuitable for the purpose, especially in this country, where it soon becomes rusty and loses its shape, so failing to do justice to the pebbles ; and his object is to secure, as nearly as possible, perfection, and not cheapness.

For the guidance of those who are using pebbles, Mr. Menist begs to state that when the pebbles are cut against the grain they injure the eye ; and that such a defect can be discovered only by practical opticians. Also, if not polished on a scientific principle they are equally injurious ; accordingly, as Mr. Menist's lenses have been manufactured on a principle peculiarly his own, he is prepared to warrant their efficacy.

MENIST'S

12 LENS RACE, FIELD, AND OPERA GLASSES,
OF SMALL SIZE FOR THE POCKET.

Menist's Aneroid Barometer, the size of a watch in silver mounting, can be carried in the waistcoat pocket. Rs. 80, with a book which contains Airy's Tables and Testimonials of several scientific Gentlemen.

Mr. M. may be consulted at his Agent's Establishment,
MESSRS. T. CHATELAIN MONTANDON & CO.,
HUMMUM STREET, FORT.

P. S.—India Agents for the sale of Mr. Menist's Spectacles—Messrs. OR'I and SONS, Madras ; Messrs. MADELEY & Co., Calcutta ; Messrs. NUSSERWANJEE & Co., Secunderabad, Deccan.

NOTICE TO CORRESPONDENT.

RAST.—All the queries you put will no doubt be answered by what comes out in evidence in the course of the trial.

DOMESTIC OCCURRENCES.

[THE CHARGE FOR NOTIFYING A DOMESTIC OCCURRENCE IS ONE RUPEE, AND THE ANNOUNCEMENT MUST BE AUTHENTICATED.]

BIRTHS.

HEYWOOD—April 3rd, at Arrah, the wife of Captain J. M. Heywood, R.E. of a son.
LOWRIE—April 1st, at Ootacamund, the wife of Mr. J. Lowrie, of a daughter.
McBRIEN—March 27th, at Morar, the wife of Philip McBrien, Sergeant, A. C. D., of a daughter.
ROBINSON—March 30th, at Agra, the wife of Mr. T. R. Robinson, of a son.
SHEKLETON—April 5th, at 136, Canning Street, Calcutta, the wife of A. B. Shekleton, Esq., of a daughter.

MARRIAGE.

HUDSON—BARKER—April 2nd, at St. John's Church, Calcutta, Alice, third daughter of John William Hudson, Esq., Haverstock Hill, London, to William Barker, Esq., Woolwich Kent.

DEATHS.

HEYWOOD—April 4th, at Arrah, John Magee, infant son of Captain J. M. Heywood, R.E.
LOWRIE—April 1st, at Ootacamund, Anric, wife of Mr. J. Lowrie.

ALL MONEY ORDERS, CHEQUES, and other Remittances sent to this office, should be made payable to the "Proprietor of the *Bombay Gazette*."

The Daily "BOMBAY GAZETTE," *and the* "BOMBAY GAZETTE OVERLAND SUMMARY," *are filed for reference in the Intelligence Department, Indian Court, International Exhibition, Kensington.*

The Bombay Gazette.

THURSDAY, APRIL 10, 1873.

DR. NICHOLSON of Madras appears once more in the columns of the *Indian Statesman* to reply to our recent strictures upon his previous letters on the water question, and this time he tells the readers of our contemporary that the *Bombay Gazette* has not answered a single one of his "facts." This is only too true. We candidly confess that we cannot answer Dr. Nicholson's "facts" either about the water-supply of India or the water-supply of Bombay. They are so singular, and so utterly incomprehensible, that we would rather not have our ignorance disturbed in any way. If Dr. Nicholson did not intend to prove that cess-pool water is quite as good as water specially preserved in selected situations, that the well-waters of Bombay are quite as good as Vehar water, he certainly has proved it, to his own satisfaction, and having proved it, he appears to be ashamed of his own success. And when he says that public health in Bombay is no better with the Vehar water than it was without it, it follows as a logical consequence that the city has wasted its money on the water works at Vehar, and if the dams of those works should ever give way, we have Dr. Nicholson's chemical and hygienic opinion that no diseases of the sanguiferous system will occur in consequence of (to use the often repeated words of the *Indian Statesman*) the public being compelled to drink the water from their own cess-pools, and that there will be no derangement of public health of any kind. If Dr. Nicholson feels inclined to insult the common sense of the whole community, let him do so. He is the water analyst of a Government, and in that capacity is quite competent to recommend that the public of Bombay should be supplied with both meat and drink from the public wells. In Bombay there has been some controversy about the thickness of the Toolsee dams, but here is an authority who will have neither dams nor storage reservoir. We cannot answer Dr. Nicholson's singular "facts" any more than we can change his singular opinions. We never before heard of such "facts" nor did we ever dream of the existence of such opinions in the bosom of any two footed animal. We really are not responsible for our ignorance, and are willing to allow Dr. Nicholson the victory that he claims.

But Dr. Nicholson says that he has been "wilfully misrepresented" by the *Bombay Gazette*. Here is evidence to decide between our critic and ourselves, evidence which we give in his own words :—

"I now proceed to ask what advantage in health the population of Bombay has derived from the water-supply ?" The reply is supposed to be contained in the question itself.

"The hygienic advantages (of the Vehar water) are less obvious."

"In what is the Vehar water superior to the former supply of Bombay ?" The well cess-pools of the *Indian Statesman*.

"I have had them (the chemical details of Dr. Lyon's analyses of some of the well-waters of Bombay) abstracted by a chemist, and the analysis of Vehar water for the same month in which the well-waters were examined is given for comparison, as also the worst well in every respect in the list analyzed. * * * Let me deduce from this table, the fairness and accuracy of which I guarantee, in what respect the Vehar water is superior to the average and to that of the worst well in the list of those examined. It certainly appears that as regards organic matter, both in the *total* and the *nitrogenized* (supposed to be derived from animal decomposition) the Vehar water is inferior to the average of the wells, and hardly, if at all, superior to the worst on the list."

"It appears then that the hygienic superiority of the Vehar water resides, if anywhere, in the *quantity* of it available, its *quality* being practically no better than that of the town wells."

"I have seen that the allegation 'that liquid sewage formed no insignificant constituent of much of the drinking water,' is diametrically opposed to the only evidence on which the charge rested."

"I can readily imagine that the vulgar would hold up their hands in horror at the frightful fluid (the sewage of the Bombay wells) they had been innocently drinking."

It was with these singular views and no less singular opinions to guide us that we ventured to denounce Dr. Nicholson's pseudo-chemical conclusions, and now let the public say whether we have at all misrepresented him. It is clear from the above that the further from human habitation drinking water is stored, the greater will be the quantity of organic impurity which it contains ; contrariwise, the nearer that drinking water is stored to crowded human habitations and reeking cess-pools, the less will be the contained quantity of organic impurity. Is it possible, we ask, to contend with chemical dogma of this kind ? Misrepresent Dr. Nicholson ! the thing is impossible even to his best friend. He is too much gone in favour of sewage as a human beverage for anybody to misunderstand —or misrepresent him. Dr. Nicholson is in favour of washing with clean water, but for other purposes he thinks the worst well in Bombay is quite good enough to supply the wants of the public. And we are soundly rated by this water analyst because we refuse to believe that it is good to swallow our neighbour's filth. One great characteristic of the British rule in India is to instruct the people in the virtue of universal purity ; Dr Nicholson is however sent by Government to teach in his special department quite the other thing. The native alumni in our colleges will rub their eyes in amazement as they read the teaching of this new form of water chemistry, and will run to their Professors to explain the principles upon which the doctrine is based. We shall be very happy to make Dr. Nicholson a present of all the converts to dirty water he may make in this city ; for the man who would prefer to drink water from our public wells in preference to water from a Vehar house main, deserves to be converted into a centrifugal sewage pump with an opening in the crown of his head for the issue of the approved discharge.

Dr. Nicholson is in a rage with the *Bombay Gazette*, and like all such unfortunate individuals, when his ammunition is expended, he has recourse to mud. He runs away from argument and resorts to abuse. Lest he should again charge us with misrepresenting him, we submit specimens of his revilings—"False wit—"ness !" "Resorts to meaner tactics." "Can "use lies." "Resorts to wilful misrepresentations." If we cannot answer Dr. Nicholson's singular chemistry, neither can we reply to his extraordinary politeness. He must really excuse us.

WE now resume our review of the Bombay Administration Report, the first part of which appeared in yesterday's paper.

BIG GUN PRACTICE ON BOARD THE TURRET-SHIP MAGDALA.

If any of the inhabitants of Bombay wondered where the turret-ship Magdala was going to yesterday morning, when she steamed out of the harbour like a mammoth cockroach with a funnel sticking out of its back, their surprise must have been increased at one o'clock when the sound of heavy firing was borne to their ears from some unseen spot in the direction of Aden. The fact is that for the first time in India 18-ton ordnance were being tried to their fullest capacity. 18-ton guns are, we believe, the largest guns at present in eastern waters, and though they are very small babies as compared with the celebrated "Woolwich Infants," yet their roar, as our ears can testify, is by no means small, while of their power we would say we have the greatest respect for it after what our eyes have borne witness to. It is not every day that the mouth of Bombay Harbour is turned into a Shoeburyness, and the experiments made yesterday were regarded with very considerable interest by naval—and we may also say military—men.

Admiral Cumming, accompanied by Flag Lieutenant Gye, left the Apollo Bunder at half-past nine, and the long pull and pull all together of the blue jackets who manned the barge, soon brought him alongside of the Magdala, on which a number of gentlemen from Her Majesty's ships at present in the harbour were gathered. We noticed among them Captain Wratislaw of the Wolverine, Captain Jones and Commander Hope of the Glasgow, Commander Harrington of the Nimble, Captain Robinson, I. N., Captain Burgess, R. A., &c. At the Admiral's invitation the junior officers of all the navy ships were also present to see and learn by the experiments. The Magdala is such an enormous weight that her screws were at work for several revolutions before she appeared to move; but in a short time she was under way at the rate of about 6 miles an hour, representing 80 revolutions in a minute of a powerful pair of screws. We believe that 8 knots is as much as can ordinarily be got out of ships like the Magdala, although she did the measured mile in England at the rate of about 10¼ knots—118 revolutions. This is slow steaming compared with what can be got out of most steamers, but quick when her weight is looked to. She is 225 feet long, 43 broad, has two engines, each of them 125 nominal horse power—"nominal," of course, meaning that this figure does not nearly represent her actual horse power. She is covered with 6 inch armour-plating under water and 7 and 8 inch above; the turrets, each of which weigh nearly 300 tons, independent of the guns, are clad with 8-inch plate and 10-inch plate at the embrasures. There are two turrets, and each is supplied with a pair of 18-ton guns, or 400 pounders. Many of our readers may have seen the 12-ton guns which arm the Oyster Rock and the other batteries in the harbour; and remembering the size of these, an idea may be obtained of the dimensions of guns half as big again. A full charge for an 18-ton gun is 70 lbs. of pebble powder, and the shot generally used is Palliser's. The tops of the turrets and the decks are supposed to be bomb-proof; under the wood on the deck there are two layers of iron each three-quarters of an inch thick. These facts will serve to show the enormous weight of turret-ships and the reason why they steam comparatively slowly. The Admiral being desirous of getting the Magdala clear of the small fishing craft that generally station themselves across the mouth of the harbour, she had to be taken to a distance of about 12 miles out from Bombay. The morning was a delicious one with a pleasant breeze and a smooth sea, although the latter was not quite smooth enough to keep it from washing over the low free-board and deluging the feet of those who might be on the deck—it might be the "polished" boots of an officer or the bare feet of Jack sitting in a corner reading an old letter or a well-thumbed song book. To wile away the time, the visitors wandered over the ship from turret to stoke-hole. It needs remarkable daring and defiance of discomfort to descend into the stoke-hole of a turret ship, and we appreciated the pluck of those who, after looking down the little iron ladders that seemed to end in Erebus, threw off their jackets, bade good-bye to their friends, and in a manly way descended to where the engines were working with a clatter which seemed to say, "You see what engines which work two screws on board the Magdala have to do," and then proceeded into the short narrow lane, dark but for the glow coming from the furnaces, and full of sweating Seedies who grin with pride when they see how little their palace, otherwise named the stoke-hole, is appreciated. At twelve o'clock, tiffin was announced, and in Commander Palmer's room a number of gentlemen met and did justice to the chickens, the mutton, the ham, the tongue, and so on, which were cut up for them by an obliging nautical Advocate-General and several self-denying officers. Admiral Cumming presided at this jolly little festival, and by the time it was over the Magdala had stopped steaming, and preparations were being commenced for the coming work. First of all the target was dropped overboard; but as if it were afraid of the accuracy of modern artillery, it refused to stand upright and fell on its side. It was simply a light triangular framework covered with bunting and studded amidships with a shot. A seaman went down to the framework, clothes and all, to get the target to rights, and in no time he was drenched up to the neck. After some trouble, he announced the target to be "all right," and away the Magdala steamed to a position 1,500 yards off. Two blank shots were fired to clear the guns, and then the bugles were sounded for "prepare for action." The "tumasha" was to take place in the fore turret, and before it commenced the turret took it into its head to spin round regardless of the exertions to stop it of the gunnery Lieutenant and all his men. However, it did stop after a time, and then the 65 men which are always required about a turret began to swarm into their places. Through a manhole in the turret Mr Kemp (the gunnery Lieutenant) pushed his head and took observations with respect to elevations, communicating his directions to the men below. When everything was ready—the guns sponged, the powder and shot rammed home after being carried to the mouth of the monsters upon a little tramway—the order to fire was given, and at once a terrific sound rent the air and astonished the ears of those who were near the turret. The shots in the second round were admirable, one of them carrying away a portion of the framework of the target, which at once bowed its head and disappeared. A barrel was then pitched over, and the guns were lowered to the second step—an operation which secures extra elevation—after which two more splendid shots were fired in the direction of the target. The guns were next lowered to the third step, by which 14 degrees of elevation were secured, and two more good shots which disappeared over the horizon, and must have gone nearly four miles before they touched the water, had to be recorded. These eight shots fairly tested the capabilities of the guns and appliances and the turrets themselves. The only mishap which occurred was that the right endless chain of the left gun gave way; but this did not hinder the firing, nor at all impair the efficiency of the gun. The checks upon the recoil of the guns—known as compressors, hydraulic and India-rubber buffers, and "breechings"—were found to work admirably. There was less noise in the turret when a gun was fired than out of it; but the advantages gained by the men in the turret were counterbalanced by the inconvenience which arose from the smoke and smell which filled it immediately after an explosion. The Magdala returned to her moorings at five o'clock. Everybody was delighted with the day's proceedings, and the guests of the Admiral were indebted to the courtesy of himself and his officers. The Abyssinia will be taken outside of the harbour to day and put through her facings in the same way that the Magdala was. We may add that the men required for each of the turret ships have to be supplied from the Glasgow, the turretships not having a crew attached to them as yet.

THE NEW TOWN HALL ORGAN.

Mr. Bishop, of the firm of Bishop and Storr, who came out to Bombay specially to put up the magnificent organ presented to the town by Sir Albert Sassoon, finished the building of the instrument a couple of days ago, and yesterday afternoon the Town Hall resounded with the noble strains of this splendid instrument. Mr. Bishop had invited the members of the Sassoon family and a select company to be present to hear the organ, and all who had the pleasure of being present must have been delighted at what they heard, especially the members of the generous donor's family. The organ occupies the southern part of the hall completely, and looks so large that the hall now appears to the eye very much smaller than formerly, and the strains of the organ are, if the expression may be used, on an equally large scale. The instrument, in fact, is too grand a one for our small Town Hall, and the full beauty of its swelling notes can never be experienced till we have a town building in Bombay worthy of it—at least three times the size of the present hall. When the public inauguration of the organ takes place the public of Bombay will understand the magnificence of Sir Albert's gift to the town.

NEWS-LETTER.

(FROM OUR OWN CORRESPONDENT.)

MATHERAN, 8TH APRIL.

I was to write to you some ten days ago, but had to hurry off to Bogglewalla on urgent public and highly interesting private affairs. My travels have put me in a better position to speak of the charms of this place—charms indigenous and charms flitting, and I might say charms flirting—it is really full of every kind of charms.

First of all the climate is very delightful, especially after the overly heat of the Central Provinces and the scarcely less disagreeable sappy heat of Bombay.

Of course in 18° 18' N. the sun is the sun, just the same as eggs is eggs. But you may have eggs hard boiled and you may have egg-flip, and the sun here is a sort of egg-flip sun. If you awake in the night, take a glass of water out of a porous kooja and you will say it is a shame to bring ice from the poor sufferers in Bombay. Neither I nor my old Dick has turned a hair since we arrived, although he has taken me to the farthest point.

Then, the place is full of ladies, almost all young and every one of them charming. The result is that one's peregrinations are more than usually interesting, and the laziest of men are drawn out to revel in the contemplation of the beauties of nature and art. (I must say that some of the fair angels indulge in a way that would not be thought of at Brighton, especially in the morning.) As for the men, we have, I think, nearly all the Colonels of the Bombay Army and about half the Majors, and celebrated doctors in about the proportion of a club ballot box, where a candidate is just saved from being "pilled." And that is the position of us here. The doctors come for their own health and not for the health of the rest. However, a poor young married woman went to her rest on Sunday last, leaving two young children, the youngest five months old. This youngest had, before she was born, probably saved her mother from dying at the age of 21—so fatal an age in consumption—but only to succumb a few months after the birth. People are sometimes sent up here when they cannot live anywhere.

However, besides the visitors mentioned, we have a good proportion of the Civil Service, and representatives of the mercantile and banking interests. Indeed we are just a prime mixture with the usual interesting events pending. One of these events is between a high Civilian who has always been regarded as a determined bachelor, and a fair daughter of a gallant son of Mars.

I am just interrupted by more urgent public and highly interesting private affairs, but will write again.

ANUNDORUM BOROOAH.

THE BOMBAY MARINE.

TO THE EDITOR OF THE "BOMBAY GAZETTE."

Sir,—It would be instructive to learn if there are any real grounds for the alleged dissatisfaction upon the part of the Bombay Marine Officers, who for a series of years past, it is maintained, have been compelled to carry Government passengers and their guests and followers, under conditions which render it doubtful if they will afterwards receive a fair settlement or not.

It is easy to conceive now-a-days that if there is any uncertainty as to the conditions of this service, every settlement of a dispute, the Government being judges where they should be defendants, will be in their own interests, and adverse to the claimants; but it is a matter of wonderment that in so small a service as the Bombay Marine, the superintendent of it has not stepped forward to offer himself as an umpire or arbitrator, and thus prevented the discouraging fact appearing, viz., that of a publication of grievances in the public prints as the only hope left of redress for them.

I remember some years ago hearing of very great complaint, and that the claimant, who is now, I believe, gone to his long home, was obstructed rather than aided by his superiors in his endeavours to obtain a settlement, or even a fair hearing, of his claims.

Surely it is high time that provision was made to obviate these repeated imputations from all sides against the integrity of Government, which would be sufficient to swamp the reputation of a private firm or individual.

SPECTATOR.

BOMBAY.

The Hon. Mr. Justice Bayley, according to the *Jam-i-Jamshed*, goes home on three months' leave in June next.

Rajcote.—Some of the Political Officers of Rajcote have left the station and proceeded to Veeraval for the hot season.

Nawab of Joonaghud.—The young Nawab of Joonaghud has returned to Rajcote for the purpose of attending the Rajcoomar College.

Scarcity of Water in Kattywar.—A correspondent in Kattywar mentions that already there is great scarcity of water in some parts of the province.

The Thakore of Dhrole.—We notice that the Thakore of Dhrole has gone to Rajcote to visit Mr. Peile, the Acting Political Agent at Kattywar.

Attempt to Commit Suicide.—On Tuesday a Hindoo woman residing at Coomartookra took a dose of opium with a view to commit suicide. She was removed to the Jamsetjee Hospital.

Inquest.—An inquest was held on Tuesday at Nagpada concerning the death of a Mussulman lad named Alli Adam. The jury returned a verdict of accidental death by drowning in the Nagpada Tank.

Knocked Down by a Horse.—On Tuesday a Parsee by name Muncherjee Hurjeebhoy was accidentally knocked down on the Esplanade Road by the horse of one Mr. Hewins. The Parsee's left wrist was seriously injured.

Accident.—A Hindoo boy had the fingers of his right hand crushed by the machinery of the Bombay Weaving and Spinning Company's Mills on Tuesday. He was removed to the Jamsetjee Hospital, where the finger was amputated.

Murder at Neriad.—From the Kaira paper we learn that the other day a man of the Rawulia caste, residing in the village of Dwapura, in the Kaira Collectorate, murdered a casteman of his. The murderer has been arrested.

The District Judge of Ahmedabad.—Mr. Melvill, District Judge of Ahmedabad, who has recently been appointed Acting Judicial Commissioner in Sind, was presented with an address the other day by the vakeels and other well known persons of Ahmedabad.

We learn that Lt.-Colonel Laughton, who holds a special appointment in the Revenue Survey Department, is shortly to be engaged in instituting certain inquiries in parts of Salsette and in making the survey of the salt pans situated in this district.—*Deccan Herald.*

Cheating and Robbery.—Mr. Nana Morojee on Tuesday committed Luxmon Dewkee and three others to stand their trial at the Criminal Sessions of the High Court which commence to-day, on charges of cheating and robbery, in respect of Rs. 1,350, the property of Bheekhunchund Shaligram.

The Dungarpore State.—A correspondent of a native contemporary states that about fifteen miles from the Dungarpore State there is a village called Galiakod, the people of which have the sad custom of fighting with one another during the Holee festival. In this fight even deadly weapons are used.

A European Vagrant.—George Pea, a European, was yesterday charged at the Fort Police Court, before the Senior Magistrate, with being a vagrant and wandering about without any visible means of subsistence, and was ordered to be sent to the Government workhouse attached to the House of Correction.

Railway Branch from Meagaum to Dubhoe.—It will be seen from our advertising columns that the narrow gauge branch railway, twenty miles in length, from Meagaum to Dubhoe, the property of His Highness the Gackwar, but worked by the B. B. and C. I. Railway Company, is now open for passenger and goods traffic.

A Noted Thief.—A man named Jeevun Visson, a noted thief, was yesterday charged before the Senior Magistrate with stealing two copper chatties belonging to one Cassum Lowaree, and ten pieces of wearing apparel belonging to Gojee Kooreed. The prisoner was convicted for both the offences and was sentenced to receive fifteen stripes.

Committed to the Sessions.—Abdool Mahomed and Mahomed Alli Adamjee were on Tuesday committed by Mr. Nana Morojee for trial at the present Criminal Sessions of the High Court, on a charge of dishonestly receiving and detaining stolen property, valued at about Rs. 400, belonging to Goolam Hoossain Ismaeljee, a druggist, knowing or having reason to believe the same to be stolen.

The Recent Fire at Godra.—A correspondent of the *Gujerat Mitra*, writing from Godra, gives an account of an extensive fire which broke out in that town in the beginning of last month and consumed about four hundred thatched houses. This town, says the writer, is peculiarly subjet to this calamity. Within the last thirty years it has been twice entirely burnt down. This has led to a local superstitious belief that the town has been cursed by a Mahomedan Saint.

Fatal Accident.—An adjourned inquest was held yesterday at the office of Dr. Hewlett, Coroner, concerning the death of a Hindoo lad, aged about three years, named Surya Suckaram. It appears that the child was accidentally killed by a bag of linseed falling on it on the 6th inst., whilst he was playing about at a store shed, Nicol Bunder. The jury came to the conclusion that the boy's death was caused by fracture of the spine, caused by a bag of linseed having accidentally fallen upon him.

Death of Mr. Nicholas Fernandes.—We regret to announce the death, on Tuesday night, at his residence, Bellasis Road, of Mr. Nicholas Fernandes, a Government pensioner. The deceased gentleman was formerly a merchant trading principally with China and the eastern coast of Africa, and was for a long time Portuguese translator to Government. On the introduction of the Income Tax in India in 1860, he was appointed an assessor, and continued in that office until the department was abolished, when he was pensioned. He then became manager of one of the native Insurance Companies. He was one of the most respected gentlemen in the Portuguese community, and a Justice of the Peace. He died at the age of nearly sixty years, having suffered a short illness from liver complaint. His funeral took place yesterday evening and was largely attended; and his remains were interred at the Mazagon Church.

STATE OF THE TIDE AT BOMBAY.

HIGH WATER. Time.	Height.	April.	LOW WATER. Time.	Height.
H. M.	FT. IN.		H. M.	FT. IN.
10 23 m	5 6		0 20 m	3 11
10 34 a	4 19	Thursday 10	4 24 a	4 0
10 55 m	4 6		4 47 m	5 0
10 59 a	5 0	Friday 11	5 07 a	5 0
11 27 m	5 3		5 12 m	5 9
11 25 a	5 5	Saturday 12	5 27 a	4 9
11 57 m	5 6		5 38 m	6 3
11 50 a	5 5	Sunday 13	5 57 a	4 10
.....	.....		6 4 m	7 0
0 23 a	6 5	Monday..... 14	6 29 a	4 6
0 18 m	5 2		6 34 m	7 5
1 2 a	6 5	Tuesday..... 15	7 1 a	3 10
0 46 m	4 10		7 6 m	7 5
1 41 a	6 2	Wednesday ... 16	7 36 a	3 2

Moon.—Full, 13th, 2h. 41m. A.M.

HIGH COURT.—14TH APRIL.

[Before the Hon. Mr. Justice Green.]

BOMBAY SMALL CAUSE COURT.

350-71—Jefferson and Payne—Peerbhoy Khimjee v The BB and C I R Company—Prescot and Wister.

LONG CAUSES.

231-72—Shapurjee and Thakurdas—Tricumdas Madhowdas v Virjee Jairam—Shamrao.
823-71—Prescot and Winter—Candas Shewaklall v The Commissioner of Customs—Mr Hearn.
318-72—Hearn, Cleveland and Peile—Jesus Paulo Pereira v Culmet Mathew de Souza—Dr Dallas.
474-72—Dr Dallas—Lalldas Goverdhundass and another v Jugonnathdas Gooroobuskusdas—Rimington, Hore and Langley.
199-72—Hope—Ganchee Rupul Issub v Ooka Jewan and others—Craigie, Lynch and Owen.
753-72—Macfarlane and Skipsey—Ramchunder Madhow and another v Hajee Mirza Shafi—No appearance.
335-72—In person—Fatimabibee v Nunneebibee, widow—In person.
342-72—Shapurjee and Thakurdas—Premjee Capoorchund and another v Rustomjee Byramjee and another—No appearance.
844-72—Macfarlane and Skipsey—Joosub Rahimtoola and another v Rahimoobhoy Hubibhoy and another—Dallas and Lynch.
345-72—Manisty and Fletcher—Rahimoobhoy Hubibhoy v Peerbhoy Khimjee—No appearance.
350-72—Shapurjee and Thakurdas—Vella Virjee v Gungaram Naroo—No appearance.
356-72—Dallas and Lynch—Dinshaw Bhicajee Khan and another v Khutoo Gangjee and another—Garud.
365-72—Shapurjee and Thakurdas—Oomer Jaffer and others v Safoorabi and another—Jefferson and Payne.
366-72—Tyabjee—Hippolyta Fournier v Madhowdas Ghella and another—Shamrao.
74-72—Cama—Sormul Ramjus v Goculdas Khoosaldas—Chalk and Turner.
381-72—Garud—Toolsidas Dewjee and another v Visram Wagjee—No appearance.

[Before the Hon. Mr. Justice Bayley.]

FOR JUDGMENT.

532-72—Tyabjee—Lullubhoy Hurgovind v Bai Ambavahoo—Leathes, Crawford and Boevey.

MOTIONS.

LONG CAUSES.

319-72—Craigie, Lynch and Owen—Cullianjee Kirparam v The Justices of the Peace—Leathes, Crawford and Boevey (part heard).
323-72—Manisty and Fletcher—Dayabhai Cullianjee v Nanjee Morarjee—No appearance.
327-72—Prescot and Winter—Ludwig Kapp and others v Doongersey Gopejee—Macfarlane and Skipsey.
54-72—Tyabjee—Jadowbai, widow v Premchund Dhurumchund—Dallas and Lynch.
810-71—Jefferson and Payne—Luxmibai, widow, v Premjee Issur and another—Garud.
106-72—Manisty and Fletcher—John Square Hurrell and others v Michael Roonan—No appearance.
140-72—Prescot and Winter—Cullianjee Muddonjee v The Oriental Bank Corporation—Craigie, Lynch and Owen.
383-72—Tyabjee—Nowrojee Muncherjee and others v Jamsetjee Dhunjeebhoy—Munshi.

[Before the Hon. Mr. Justice Gibbs.]

LONG CAUSES.

593-71—Hearn, Cleveland and Peile—Burjorjee and another v Cooverjee Ludha—Rimington, Hore & Langley.
479-70—Craigie, Lynch and Owen—The Commercial Bank Corporation v Cullianjee Hunsraj and another—Tyabjee, and Macfarlane and Skipsey.
331-71—Mr Hearn—The Secretary of State, &c v Hajee Esas Hajee Fudla—Macfarlane and Skipsey.
533-71—Shapurjee and Thakurdas—Nagindas Dayabhoy v Nasir bin Abdool Habib—Tyabjee.
73-72—Jefferson and Payne—Rahimbhoy Alladinbhoy v Dwarkadas Vussonjee—No appearance.
427-70—Tyabjee—Cumroodin Hyderally & Co v Hussonbhoy Thavur & Co—Rimington, Hore and Langley.
202-72—Dallas and Lynch—Vishnoo Ramchundra v Chandrasett Bappooasett and others—No appearance
490-71—Shapurjee and Thakurdas—Siccaram Vittoba v. Ramchunder and another—In person.
794-71—Jefferson and Payne—Gordhundas Khimjee v Madhowdas Ghella and others—Tyabjee.
288-72—Macfarlane and Skipsey—Hajee Esmail—Hajee Habib v Memon Sallay Mahomed—A Framjee.
290-72—Dr Dallas—Lodhabai, widow v Bhasker Madhowjee and another—Tyabjee.

SERIOUS FIRE AT KHUNDWA.

TWO LIVES LOST AND TWENTY-THREE PERSONS SERIOUSLY BURNT.

The Khundwa correspondent of a native paper states that on the night of the 5th inst. a serious fire broke out in the bazaar at Khundwa, by which four shops belonging to Borah merchants, the upper portion of which was occupied by their families, were completely destroyed. Two men were burnt to death, and twenty-three others were seriously hurt. The damage done to property is estimated at about Rs. 25,000. The origin of the fire is supposed to be an explosion of gunpowder, which was stored in one of the shops.

THE SECOND CRIMINAL SESSIONS.

Sir Charles Sargent presides at the High Court for this year, which commence to-day with an unusually light calendar. There are in all fourteen cases, implicating nineteen prisoners, committed for trial by the Bombay magistrates. Not a single case has come up from the mofussil. Twelve of the prisoners are Hindus, five Mahomedans, one Parsee, and one Native Christian. There is one case of murder; one of forgery; one of criminal breach of trust; one of rape; one of cheating; one of house-breaking; four of fraudulent delivery of counterfeit coins and altering the appearance of Queen's coins; one of dishonestly receiving stolen property; and three of theft. Two of the cases have been committed by Mr. Connon, six by Mr. Cooper, and six by Mr. Nana Morojee.

CASES FOR TRIAL AT THE CRIMINAL SESSIONS.

The following is a summary of the cases committed for trial at the Second Criminal Sessions:—

1. Govind Mankia, committed by Mr. Nana Morojee, for house-breaking and theft.
2. Behram Nusserwan, committed by Mr. Cooper, for theft.
3. Mahomedkhan Lookmankhan, committed by Mr. Connon, for forgery and fraudulently using forged documents as genuine.
4. Atmaram Yeswunt, committed by Mr. Connon, for criminal breach of trust.
5. Subcaram Chintamun, committed by Mr. Cooper, for theft.
6. Bastian Fernandes, committed by Mr. Cooper, for rape.
7. Narayen Mahadeo, committed by Mr. Cooper, for altering the appearance of Queen's coins with intent that they should pass for coins of a different description.
8. Roopa Hybuttee, committed by Mr. Cooper, for murder.
9. Bheemee, woman, and Balloo Bhicka, committed by Mr. Cooper, for theft.
10. Mahomed Alee, committed by Mr. Nana Morojee, for fraudulently delivering counterfeit coin.
11. Visram Arjoon, committed by Mr. Nana Morojee, for a similar offence.
12. Abdool Mahomed and Mahomed Ali Adumjee, committed by Mr. Nana Morojee, for dishonestly receiving stolen property.
13. Luxmon Dewkee and three others, committed by Mr. Nana Morojee, for cheating and dishonestly inducing delivery of property.
14. Mahomed Ali, committed by Mr. Nana Morojee, for fraudulently delivering counterfeit coin.

THE THEFT OF COLONEL KENNEDY'S PROPERTY.

At the Girgaum Police Court on Tuesday, a Goanese named Caitan Antone Lopes was charged before Mr. C. P. Cooper, Second Magistrate, with stealing a gold watch and sundry other articles of jewellery, of the aggregate value of Rs. 520, the property of the Hon. Colonel Kennedy, Secretary to Government in the Public Works Department.

Colonel Kennedy, who was in Court, identified the property as his.

The prisoner declined to cross-examine Colonel Kennedy, but made a statement to the effect that the gold watch in question belongs to him and that he had it in his possession about a year and a half. The watch, he said, was presented to him by Mrs. Crawford.

Khan Bahadoor Acbar Alli said—I am a first-class Inspector in the Bombay Police. On the 2nd inst., in consequence of information I received, I went to the house of Colonel Kennedy at Chinchpoogly. The prosecutor described what property had been stolen from his house, and from where it had been stolen. In consequence of information I received on the 4th instant, I arrested the prisoner in a house at Grant Road. Subedar Ahmed Ali was with me. The prisoner denied having a valuable watch with him. The prisoner's box was pointed out by another man. The key of the box was with a woman from whom the prisoner took the key and opened the box. This pair of gold sleeve links was found in the box. The woman told me in the presence of the prisoner, that she had a gold watch which the prisoner had given her to keep the previous day. The woman produced this gold watch, chain, and locket, from a tin box. This gold key was given to me by the woman with a bunch of keys which was in her possession. I received the gold key this morning. After this gold watch was given up by the woman, the prisoner said he had it in his possession for the last year and a half. I sent the prisoner's box to the chowkey, and took the prisoner and gold watch, chain, &c., to the prosecutor, who identified the watch and other articles as part of his stolen property. The prosecutor said that a guinea and a gold watch key and a gold key of a box were still missing. The prisoner took me the same day to one Ramchunder, a goldsmith, at Dhobie Talao, and the goldsmith said in the prisoner's presence that he had bought a gold key from the prisoner for Rs. 1-8, and had melted it down. He then gave up these pieces of gold and this barrel of a watch key. The barrel fits the watch. The prisoner then pointed out one Ball Gopal, who gave up this guinea. These links and this guinea were shown to the prosecutor to-day, and he claims them as his property.

Several other witnesses were examined, after which the prisoner was committed to take his trial at the Criminal Sessions of the High Court which commence to-day.

The prisoner was also charged at the instance of Mr. J. Gahagan with stealing articles of wearing apparel, &c., valued at Rs. 25. He was adjudged guilty and sentenced to two months' rigorous imprisonment.

Another charge was preferred against the prisoner by Mr. Bruce Marshall, of stealing articles of wearing apparel, valued at Rs. 7. He was convicted and sentenced to one month's rigorous imprisonment. The sentence to commence after the termination of the sentence in the last case.

CRICKET.

ST. XAVIER'S COLLEGE v. THE ELPHINSTONE HIGH SCHOOL.

On Thursday evening last an interesting cricket match was played between the students of St. Xavier's College and the first eleven of the Young Mars Club (students of Elphinstone High School).—At 2-30 P.M. the stumps were pitched, the Elphinstonians going in first to the bowling of Messrs. T. Duncan and E. McGarry. In little more than an hour the wickets of the Elphinstonians, after some very good playing on the part of Messrs. Rustomji Jamsetji, Framjee Cursetjee Chinoy (an old acquaintance of the Xavierites) and Rustomji Sorabji, fell for 66 runs. It was now for the Xavierites to prove their superiority in the tented field, and right well did they, the batting of Messrs. E. McGarry, W. Coen, J. McMerry, and J. Doran being all that could be desired. It is but fair that mention should be made of the fielding of the Elphinstonians, which was admirable. In the second innings Mr. E. McGarry was relieved by Mr. W. Coen, whose round-arm bowling proved quite an electric shock to the nerves of the followers of Zoroaster, their wickets falling with astonishing rapidity, leaving a score of 48 runs only. The match was resumed on the following Monday (April 7th), when the Xavierites achieved an easy victory, defeating their antagonists by one run and 8 wickets to fall.

Subjoined are the scores:—

YOUNG MARS.

1st Innings.		2nd Innings.	
Dorabji Hirjibhai, c. O'Shaughnessy, b. T. Duncan	11	s. McMerny, b. T. Duncan	0
Rastomji Jamsetji, s. Braganza, b. McGarry	26	c. E. Coen, b. McGarry	14
Framji Cursetji, b. McGarry	18	b. T. Duncan	6
Rastomji Sorabji, c. J. Doran, b. Duncan	11	b. Duncan	1
Dorabji Hirjibhai, b. McGarry	0	c. McMerny, b. W. Coen	0
Dhunjibhai Sorabji, b. T. Duncan	1	b. W. Coen	5
Muncherji Nasserwanji, s. McGarry, b. McGarry	5	b. W. Coen	8
Dossabhoy Limji, c. E. Coen, b. T. Duncan	0	c. Duncan, b. Coen	2
Sorabji Ardeshir, b. T. Duncan	0	b. Duncan	0
Burjorji Hormusji, b. McGarry	0	Not out	1
Furdunji Manecji, not out	0	c. E. Coen, b. W. Coen	3
Byes	4	Byes 5, wides 3	8
Total	66	Total	48

ST. XAVIER'S.

1st Innings.		2nd Inn'gs.	
T. Duncan, b. Rastamji Jamsetji	1		
E. McGarry, b. Framji Chinoy	8		
W. Coen, b. Framji Chinoy	9	b. Framji Chinoy	1
J. McMerry, b. Framji Chinoy	25	Not out	8
S. O'Shaughnessy, b. Rastamji Jamsetji	2	s. Chinoy, b. Chinoy	3
E. Coen, b. Framji Chinoy	6	Not out	2
D. Fagan, not out	0		
M. Braganza, b. Rastamji Jamsetji	3		
J. O'Connell, b. do. do.	4		
M. Spillane, b. Framji Chinoy	7		
J. Doran, b. do. do.	18		
Byes 7, No balls 1	8	Byes, 10, No balls 1	11
Total	91	Total	25

The New Army List.—Some very remarkable alterations appear in the *Army List* for the present month, and it would not be saying too much to observe that its oldest friends would scarcely know it again. Mr Cardwell, for the first time, appears as the head of the Army, instead of being hidden away in a back page, and the War Office, in all its splendour, occupies the place of honour at the beginning of the volume. Then come the field-marshals, and so on as before till we reach the Line regiments, and here much study will be required before the exact place of each corps can be clearly ascertained. The number of the sub-district heads the first column, and then the regiments composing the brigade, beginning with the two regular corps, the linked battalions as they are termed, and ending with the Volunteers. We cannot help expressing a hope that the uncouth and unwieldy appellation of Twenty-seventh Administrative Battalion Royal Loamshire Rifle Volunteers may gradually be got rid of, and there will then, perhaps, be room enough to give the names of the officers of these corps. None of the brigade staffs are completed and many militia regiments are mentioned which as yet do not exist. The volume concludes with a long and curious list of the Colonial Volunteers, in which may be found the names of French, Canadians, Maltese, Italians, South Africans, Dutchmen, and true Maories of New Zealand who hold commissions under the British Crown.—*Pall Mall Gazette.*

INDIAN ITEMS.

The little paper which flourished last season at Mussoorie, under the title of the *Mussoorie Season*, is, we see, to make its appearance again from the 16th of April to the end of October. From the prospectus we have received, the proprietor appears to have spared no pains to make his paper as attractive as possible for the small subscription charged.

Small-pox has broken out in the 44th Regiment and also in the European bazaar, Kamptee; there have not as yet been many cases, and it does not at present appear to be increasing. There is still a good deal of it in Nagpore, chiefly in the 20th N. I., and it is prevalent in parts of Chandah, Wurdah, Baitool and other districts; in the Raipore district it is more general and severe than in others. Cholera is also about Raipore and Jubbulpore.

A New Portable Piano.—We have been favoured with a view of a really ingenious invention, made with a special view to the necessities of India, in the shape of a table-piano, on four legs, of such form and moderate weight, that it can be carried about as easily as an ordinary table, and even used as such on occasion. These convenient instruments, which are to be seen at Messrs Harold and Co.'s, possess a compass of five octaves, all but two notes, and, notwithstanding their lightness, are so substantially made (of solid mahogany) that they will stand rough usage better than any instrument we have seen.—*Englishman.*

Museum Lectures—On Saturday last, at the Museum, Pantheon Road, Dr. Bidie delivered the opening lecture of the series he has inaugurated. The topic more especially touched upon was "the uses of museums." Lord and Lady Hobart, and many of the leading notabilities of Madras were present. The lecture, which was particularly able and interesting, was listened to throughout with close attention. The success of this experiment demonstrates that frivolity is not entirely the order of the day.—*Madras Mail.*

The New Central Station, Madras.—In accordance with the Railway Company's announcement, trains commenced running this morning from the new Central Station. There was no ceremony of any kind, a circumstance which appears to have disappointed some people who are never weary of *tamashas*. But we believe the Company were only following precedent in proceeding as they did. It is customary all over the world to open new lines of railway with a festivity, but a similar practice does not obtain with regard to railway stations.—*Id.*

The Madras Band-stand.—The patrons of Cupid's Bow—and are they not legion?—will be interested to know that it is proposed to remove the band-stand from the miserable little sand-bank where it is at present situated to a highly picturesque spot—or what is to be made a highly picturesque spot—in front of the renovated Offices of the Board of Revenue. We should say the change will be decidedly for the better, as the attendants at the band-stand will then not only be able to eat the evening sea-breeze without the usual admixture of dust, but to feast their eyes on the charms of Mr. Chisholm's architecture and the Board of Revenue horticulture. The grounds around the Board's office are very picturesque and are undergoing great improvements. Remove the band-stand there and they will probably become to the "upper ten" what the People's Park is to people.—*Id.*

Fever in Bengal.—Notwithstanding the change of season, the people of Mahesh, Ishera, and the neighbouring villages are still suffering under the malarious fever which visited them in October last. Through representations made at that time, a dispensary was opened by Government at Mahesh in December. The emergency having passed, we understand that the institution has been closed, although there were numerous patients attending daily. The inhabitants have petitioned the Lieutenant-Governor to grant them a third class permanent dispensary.—*Indian Public Opinion.*

East India Railway Traffic.—Main Line.—Earnings week ending 29th March 1873, £52,418-14-10. Corresponding week last year, £43,021-17-6. Increase, £9,396-17-4. From 1st Jan. 1873 to 29th March 1873, £644,680-12-11. From 1st Jan. 1872 to 30th March 1872, £704,045-13-0. Decrease, £59,365-0-1. Miles open week ending 29th March 1873, 1,280. Corresponding week last year, 1280. Per mile open week ending 29th March 1873, £40-19-1. Corresponding week last year, £33-12-3. Increase, £7-6-10. Jubbulpore Line.—Earnings week ending 29th March 1873, £3,407-10-1. Corresponding week last year, £2,993-4-0. Increase, £414-6-1. From 1st Jan. 1873 to 29th March 1873, £45,511-4-9. From 1st Jan. 1872 to 30th March 1872, £44,054-0-1. Increase, £1,457-4-8. Miles open week ending 29th March 1873, 223½. Corresponding week last year, 223. Increase, ½. Per mile open week ending 29th March 1873, £15-4-11. Corresponding week last year, £13-7-10. Increase £1-17-1.

VICEREGAL LEGISLATIVE COUNCIL.

The following is the list of business which was to be brought forward at the meeting of the Council of the Governor-General of India for the purpose of making Laws and Regulations, held on Tuesday:—

1. The Hon'ble Mr. Hobhouse to present the final report of the Select Committee on the Bill to consolidate the law relating to Oaths and Affirmations.
2. Also to move that the final report be taken into consideration.
3. His Honour the Lieutenant-Governor to move the following amendment—

That the last clause of section 7, namely, "in every other case the witness, juror, or interpreter shall make an oath," be omitted.

4. The Hon'ble Mr. Hobhouse to move that the Bill as amended be passed.
5. The Hon'ble Mr. Inglis to move that the Bill to consolidate and amend the law relating to Village Police in the North-Western Provinces be referred back to the select committee, with instructions to report in a month.
6. Also to present the report of the select committee on the bill to consolidate and amend the law relating to land-revenue in the North-Western Provinces.
7. Also to present the report of the select committee on the bill to consolidate and amend the law relating to rent in the North-Western Provinces.
8. The Hon'ble Mr. Hobhouse to present the report of the select committee on the bill to provide for the appointment of Municipal Committees in the Central Provinces.

OUR EDUCATIONAL SYSTEM.

(*Englishman.*)

It is impossible to read the discussion which is going on regarding the immorality or the non-morality of our educational system in this country without feeling that the position we occupy here is in some respects a most unfortunate one. The gravamen of the charge does not lie in the fact that our Government declines to unite the functions of the secular with those of the moral teacher; but that our secular teaching is gradually depriving those who are naturally the moral instructors of the youth of the country of the conditions necessary to ensure success. There are two, and only two grounds of morality to which the moral teacher, whether priest, or parent, or pedagogue, can appeal—the divine command and the sense of right. Perfect faith is an essential condition of the success of the appeal on the former ground, no matter by whom it is made. The education given in our schools and colle

RAILWAY GAUGE IN INDIA.

(Concluded from yesterday's "*Bombay Gazette.*")

SIR C. WINGFIELD thought the hon. member for London had no ground for saying that this was a question on which the House ought not to express any opinion. He was willing to admit that metre gauge railways could be made at much less cost than railways on the standard gauge, and on the whole, he thought the Government of India were right in adopting the metre gauge for branch lines and lines intended for commercial purposes only. The question at issue, however, was whether that gauge should be adopted for the completion of a system which was designed for great strategical and military as well as commercial purposes. His hon. friend said expense had been already incurred in commencing the construction of the line on the metre gauge, but omitted to say what that expense was. If it had been incurred for rails and iron girders for bridges, they would be available for other lines. In his opinion the Government greatly underrated the inconvenience of a break of gauge. (Hear.) The only circumstance that was likely to call for a great and sudden concentration of troops in the Punjab would be a menace of invasion by Russia or some other foreign Power, and in that event we should have ample warning, so that the troops might be moved leisurely to the spot. Still, considering the uncertainty of war, it would be rash to assume that such an emergency might not arise as would necessitate the moving up suddenly of a large number of men, with guns, ammunition, and the *impedimenta* of war. The serious consequences which in such a contingency might arise from a break of gauge it was impossible to overrate. He believed the saving from the adoption of the metre gauge would be quite as large as the Government estimated it; but even if it were larger, it could not be set in the scale against the great inconveniences and possibly disastrous consequences which might ensue from a break of gauge.

An Hon. Member here called the Speaker's attention to the fact that 40 members were not present. After the usual interval the right hon. gentleman proceeded to count the House, and as it appeared that above 40 members were then in attendance, the discussion was resumed by

Mr. Dickinson, who said that he was interested in one of the Indian railways, and wished to introduce railways, as far as possible, throughout the country. He was convinced, however, that this could not be done unless the lines were constructed on a much more economical plan than at present; but they were now discussing the policy to be applied to a particular branch of railway. In his judgment the arguments adduced by his hon. friend the member for Orkney were so convincing that it was hardly possible for any one to vote against his proposal.

Mr. Bourke acknowledged the high compliments which had been paid to the late Viceroy of India, and was sure nothing would have pleased him better than to have remitted this question for the decision of the House of Commons. At the first blush few would fail to condemn the change which had been made. A break of gauge was in the abstract a mistake, but the question must not be decided by considerations which would weigh in England where short distances and dense population were the rule. The 5,000 miles of Indian railway carried 20,000,000 passengers; the same length of line in England carried 100,000,000 passengers. The Indian railways altogether carried 4,000,000 tons of goods, which was rather less than what one railway in England carried. Lord Lawrence, in one of his latest despatches, suggested that an end should be put to the insidious growth of capital in the old lines, and, considering the guaranteed companies had already raised 90,000,000*l.*, that was not surprising. The consequence of these guarantees had been most oppressive to the taxpayer. From 1856 to 1869 the taxpayer of India had paid, in addition to railway fares, 17,500,000*l.* for interest, and the lines had cost 17,000*l.* a mile to construct, instead of half that sum, as was originally estimated. Altogether they had cost 90,000,000*l.* instead of 40,000,000*l.* or 50,000,000*l.* The Government of India, therefore, found itself in a very great difficulty with respect to railway extension. India was starving for want of railroads, but if they continued making railways at the same cost as in the beginning, no country could have gone on without becoming bankrupt. The Government of India found themselves called upon, therefore, to make railroads at a far cheaper cost. It was all very well for gentlemen at the Geographical Society and engineers to say that though the Government of India were making railroads at the rate of 5,000*l.* or 6,000*l.* a mile, as in the case of the Rajpootana line, instead of 17,000*l.*, and in some instances 24,000*l.*, they could make lines on the broad gauge for the same money. It was a bad thing to buy an elephant to carry a donkey's load, and no one could pass over one of the broad gauges in India without seeing that was what we had been doing. The traffic was altogether too small for the enormous weight of waggons that was to be found on the railroads. There was, therefore, a prodigious waste, and that was an argument to show that if the thing were to be done over again we would not make the railroads on the broad gauge system. Everybody interested in this question was acquainted with the Festiniog Railway, which with a 2-foot gauge carried 9,388 tons per mile, while the Indian broad gauge carried only 822 tons per mile. The consequence was that there was very much waste not only in power, but also in waggons, the weight of rails, and every single element that went to run up railway expense. And here he begged to refer to the authority of a nobleman who had done more than any one else in England in the way of railway enterprise with a view to the benefit of the people among whom he lived, he meant the Duke of Sutherland. The nobleman having seen the Festiniog Railway, said:—

"I have expended about 200,000*l.* in promoting and making railways in the north. Had these lines been constructed on the narrow gauge, and had they in consequence cost only two-thirds of the cost that has been expended upon them, I should have obtained a direct return on this large sum, which I have laid out for the benefit of my estates and of the people in those remote districts. As it is, I shall suffer considerable loss."

The Duke evidently would not have been frightened by difference of gauge. He thought, therefore, if it came to be a question between narrow gauge and no gauge at all, that it was better to have the narrow gauge even though there should be a break. He would quote another passage from a pamphlet written by Mr. Fairlie, a distinguished engineer. He believed it was the opinion of Mr. Hawkshaw that although the Government of India might lay down a system of narrow gauge, they would have to go to the expense of taking it up again. As Mr. Hawkshaw was an eminent authority, it was only fair to quote an eminent authority also on the other side. Mr. Fairlie said:—

"It will be seen that, notwithstanding the absence of competition, and with everything to favour the working of the line, the actual dead weight is over five tons to one ton. If, on the other hand, the gauge had been 3ft. instead of 5ft. 6in., the dead weight under the same management would have been reduced from 5 to 1, to 1½ to 1. Let us imagine the saving that this change would effect in fuel alone, considering that less than one-fourth of the tonnage now hauled would afford precisely the same accommodation to the traffic that now exists, and would produce the same paying result. It surely does not require a philosopher to see that the narrow gauge is infinitely superior in every respect, even to the 4ft. 8½in gauge, and it ought to be engraved on the mind of every engineer that every inch added to the width of a gauge beyond what is absolutely necessary for the traffic adds to the cost of construction, increases the proportion of the dead weight, increases the cost of working and, in consequence, increases the tariffs to the public, and by so much reduces the useful effect of the railway. Let us suppose, for one moment, that the conditions in the cost of construction in the two instances were reversed, and that a 3ft. gauge line would cost twice as much to make as a 5ft. 6in. gauge—even in such a case the difference in the cost of working the goods would be so enormous that the narrow gauge would be by far the cheapest of the two in the end." If there was a country in the world to which those remarks would apply it was India; and unless we could carry our people at a cheap rate we should not perform the primary business for which those railways were constructed. What, then, was the course which the Government of India had to pursue? A great responsibility was thrown upon them. They were aware of the outcry that would be raised in India if they attempted anything like a change of gauge, not only by the companies and the engineers, but also by everybody who was against a break of gauge in the abstract, and who did not consider the difference between the condition of India and of England. The most eminent engineers that India could furnish were sent to England to consult with the engineers at home. The India Council was consulted, and they took the opinions of very great engineers in this country. Many of these gentlemen, looking at the matter from an engineering point of view, were diametrically opposed to the opinion of the Government of India; many, on the other hand, took the Government view, and some said that under the circumstances of India, though they objected to a break of gauge, they were in favour of the system proposed to be introduced. The Government at home took a long time to think over the matter; finally they referred it back to India, and left the decision to the Indian Government. The Government of India then decided that they saw no reason to alter the opinion they had formed, and the railroads were begun. The late Viceroy of India writing to a private friend upon this subject in January 1871, said:—

"I have no doubt that our decision on the gauge will be very much attacked. The truth is as regards India 'cheap railways or none,' and I would rather do without railways at all than incur the future risk of that normal increase of expenditure and consequently of taxation, which is our only real danger in India. We cannot, therefore, dig deeply into the people's pockets. I say, then, let us have railways that will pay us, or no railways at all, if their effect will be to add 100,000*l.* or 150,000*l.* every year to the permanent debt of the State. I have no hesitation in expressing a most decided opinion on this matter, and fighting for it, because it is one that is not in any degree a commercial or engineering question. It is a question of high policy, which I am better able to judge than the merchant or engineer. The 3ft 3in. gauge will give us all we want for years, and will save us hereafter from financial and political difficulty."

(Hear, hear.) He now came to the question immediately before the House—the line between Peshawur and Kurrachee. The hon. member for Orkney did not lay much stress upon the commercial aspect of the question. He did not, indeed, rest his case at all on the commercial view. Looking at the nature of the country, he should say that nowhere could Government have been less justified in constructing a line of railway than between Lahore and Peshawur apart from strategical purposes. There was a sparse population, and the country was extremely unfertile. It was no doubt a very important strategical position; but it was impossible to imagine that any enemy could ever come across the hills. Under these circumstances it was necessary that the railway from Lahore to Peshawur should be made on the cheapest principle possible. It was but an insignificant branch. They had a continuous line on the narrow gauge from Peshawur to Kurrachee. With a long line of railway 1,100 miles in extent, there would be rolling stock for every purpose in a military point of view. They would be enabled to concentrate 12,000 troops at any point in four days. Besides these 1,100 miles there was an immediate prospect of an extension of the narrow-gauge line to something like 1,800 or 1,900 miles in continuation, the rolling stock on which would be amply sufficient for all purposes. There was no break of gauge along the whole of our frontier, and it was there that the massing of troops at a rapid rate would chiefly be required for strategical purposes. He could not but think, therefore, that the Government of India had come to the right conclusion, when they said they would not spend one half-penny more on these lines than was absolutely necessary. (Hear, hear.) Their great danger in India was the financial danger; and the only chance of having railways in India was to have cheap railways. Under all the circumstances it would be madness to spend upon this railway a halfpenny more than was sufficient to construct the narrowest gauge line that would carry the traffic. The gauge fixed was 3ft. 3in., and it would carry 15 or 16 times more traffic than there was likely to be on the line for many years to come. He, therefore, hoped the House would pause before reversing the decision of the Government of India. As constituted in 1871 it would have been the last body of men to think the House of Commons was not a really good tribunal for this kind of question provided they took all the circumstances into consideration and were not guided merely by one or two elements of the question. (Hear, hear.)

Mr. Denison, having in the past agreed with the Government of India, did not now hesitate to express his difference from them. This was a question of first rate importance. In a military and imperial point of view, it was difficult to exaggerate its importance, either independently of, but particularly in connexion with, the present Central Asian question, which made this discussion very opportune. The resolution was carefully worded simply to indicate the opinion that a wrong step had been taken, and to leave the Government of India to reconsider the question with the additional knowledge gained during the last eighteen months, and if it came to a division he should vote for the resolution, not without a deep sense of the impolicy of the House interfering with the Government of India, but at the same time not deprecating that necessary and moderate expression of opinion on Imperial subjects which the House was called upon to give. (Hear.) He appreciated the high character of the late Governor-General, who took a conspicuous part in the action they were discussing, but, had they still the happiness of seeing him, he would not object to public men expressing their opinions upon any portion of his policy. All were agreed upon the abstract desirability of cheap railways, and if this were an integral portion of a narrow gauge line, almost everything would be in favour of that gauge; but it was a mistake on military, strategical, and Imperial grounds to have a break of gauge, and particularly at this particular junction between two existing broad gauge systems. The report of the Viceroy and Council of India to the Secretary of State said that were this simply a question of constructing a section of the existing line between Lahore and Peshawur, they would dismiss all ideas of anything but a standard gauge line. That being the case, it was surely open to the House to review the decision of the Indian Government. It seemed as if the narrow gauge had been a foregone conclusion. There had been anxious endeavours on the part of the Government of Lord Lawrence, followed up by that of Lord Mayo, to find means of reducing the cost of railways in India, because it was impossible to continue a system which was causing so great a strain on the finances of the country. Having spent 90,000,000*l.* on railways in India, was it worth while, for the mere saving of a single half a million of money, to destroy the completeness and continuity of their system of communication? Moreover, had the whole of the circumstances of the proposed line, with the new gradients and new curves which had now been adopted, been under the consideration of the Government when their unfortunate decision was come to, he did not think that paltry saving would have led Lord Mayo to persist in that break of gauge at Lahore with all its acknowledged inconveniences and mischievous consequences. Having quoted a passage from a speech made by Captain Galton, in answer to the pamphlet of Mr. Thornton, the hon. member complained that the military considerations involved in that question had been made light of and put in the background by the Under-Secretary of State. The means of rapidly bringing up supporters from the rear to an army massed on the North-West frontier had been treated as a very secondary matter; but if that was not a military and strategical line of railway, he wished to know what it was intended for at all, as it was admitted that there would hardly be any traffic for it? It was to be regretted that the Indian Government, in deciding on that question, had acted upon the advice of their military engineers, because there had existed an unfortunate jealousy between the military and civil engineers which had produced injurious results in reference to railways. He could not see in what useful or constitutional way the House could express its opinion on that great question, except in the form of a resolution like the present, which was not one of a hostile but a friendly character. In the opinion of the supporters of the motion, it would be a serious error if that line was not constructed on the same gauge, and made a continuous and integral part of the existing railway system. It was still possible for the Indian Government even now to reconsider its decision, for no steps of any importance had been taken which need prevent the question from being reopened if there were any inclination to do it. If any expense had been incurred, it could not be so great as the cost of the triple line between Mooltan and Lahore, which was to make their system fit in with what they proposed to do. The estimate of the Government for making the triple line was 360,000*l.*, and still further expenses would have to be incurred in connexion with it. He believed that it would still be the wisest course to abandon the mere gauge, and he feared that otherwise its adoption would in a few years prove to have been an injudicious measure.

Sir S. Northcote remarked that three questions had to be considered,—first, what policy, if the matter was *res integra*, should be pursued; secondly, what course should be taken, considering the cost already incurred; and thirdly, how far the House could conveniently interfere with the decision of the Government of India on a subject properly left to them. Now, when he held the office of Secretary of State the extension of the railway system was considered by Lord Lawrence and himself. They felt that a large proportion of the main trunk lines had been constructed, that a large expense had been incurred, and that though some lines were nearly or wholly self-supporting, railways, on the whole, were a heavy annual charge. It was clearly dangerous to go on indefinitely increasing that charge, and they thought it desirable to extend the railway system at a moderate rate, somewhat in proportion to the success of existing lines and to the sum set free by their gradually becoming remunerative, selecting those lines which were most likely to pay their way. A company had then obtained concessions for lines in Oude and Rohilcund on a lighter system, but on a standard gauge, the question of a narrower gauge not having engaged much attention. Among the exceptional lines which it was thought desirable on political or military grounds to proceed with at once, the Lahore and Peshawur extension stood foremost, and connected therewith the completion of the line between Kurrachee and Lahore. The Home Government rather pressed the prosecution of these lines, and, Lord Lawrence concurring in that view, it was understood, when he quitted office, that they would speedily be constructed, and on the standard gauge, no other plan having been contemplated. The object in view was not to guard against possible invasion, but to strengthen the north-western frontier and enable troops and supplies to be rapidly forwarded in case of disturbance. After he had quitted office, Lord Mayo, who had succeeded Lord Lawrence, with characteristic vigour and grasp of mind, turned his attention to the possibility of constructing lines on a narrower gauge and a cheaper system. He deemed it important to the interests of the country to develop communications as rapidly as possible without unduly burdening the finances, and thought feeders to the main lines might be constructed at comparatively moderate cost. It should be borne in mind that the extension of the narrow gauge was upon its trial. The policy of constructing additional railways in India rapidly and cheaply had been deliberately adopted by Lord Mayo's Government, and they ought to be very cautious how they broke into that policy by objecting to its adoption in particular cases. When the matter was first brought under his notice, he confessed he was surprised and not pleased at the contemplated break of gauge between Lahore and Peshawur. The more he thought of the matter the more he saw the difficulty of the situation. He was not convinced that if the matter was now for the first time to be decided on, he would say that the system now adopted was the right one. (Hear, hear.) Regarding the question in the abstract, it would, he thought, be better that there should be but one gauge the whole way from Peshawur to Kurrachee, and from Peshawur to Calcutta and the East, and that great difficulties would be avoided by the maintenance throughout of the standard gauge. He quite concurred, too, in what had been said as to the undesirableness of breaking up the Grand Trunk line, as it would to some extent be broken up by this policy. Again he thought that the pecuniary advantage to be derived from the adoption of the narrow gauge had been over-rated, as the cost of obtaining portions of the line would be considerable. Still, no doubt a saving would be effected, especially when they remembered what had been said as to the throwing out of a branch line to the Deccan. It would be great economy to make that line upon the cheapest principle applicable to a line for military purposes, and it was important that there should be no break of gauge in it. Under all the circumstances, he felt himself in a very balanced state of mind with regard to the advantages and disadvantages of the system, and if that was the time, and the House of Commons the place, to settle the question, he should be inclined to support the motion of the member for Orkney. There were, however, two other considerations which should not be left out of view. The first was that the work had been commenced, and that certain amount of progress had been made in it. A particular policy had been decided upon, and there would be no little inconvenience in interfering with it now and undoing what had been done. It would, he thought, be unfortunate if it should go abroad that the policy of making cheap railways on the narrow gauge system had been abandoned and discredited. He did not feel very sure either that it was desirable we should hold out to the world that it was of such enormous importance to us to have the means of rapidly sending large masses of troops to the north-western frontier against a great European Power, and that for that purpose we had changed our policy. What we had to fear was not an advance on the part of Russia, but the danger which arose from agitation in the native mind in consequence of a belief that Russia was advancing. (Hear, hear.) Was it not probable that the native mind would be still more agitated by any hasty change of our plan or policy? The entire subject had been deliberately considered and discussed by the Government of India in India and the Secretary of State in Council in this country. The Secretary of State and his Council appeared not to have any very strong opinion upon the subject, as he gathered from the speech of the Under-Secretary for India. There must have been a considerable division of opinion upon the subject, for in effect they told the Government in India that they were the best judges of the matter, and that there appeared to be no sufficient reason for over-ruling the conclusion at which they had arrived. The passing, therefore, of a formal resolution such as that now under consideration, would be a sort of censure upon the Government of India, and a dictation of the altered policy which they should adopt. No doubt the resolution was not meant to be hostile, but it certainly could not strengthen the hands of the Government of India to have it recorded in the journals of the House of Commons, more especially as it recommended and urged that Government to incur greater expenses and lay heavier burden on the taxpayers than they had themselves thought it right to do. He regretted the absence of the hon. member for Brighton (Mr. Fawcett), who might have said a word on behalf of the Indian taxpayers, for the discouragement by the House of railway economy was a policy which in India might be misunderstood. Without any prejudice against the motion, rather with a leaning towards it in the abstract, he believed it would be a misfortune if the House were to adopt it formally. Yet it was right the matter should have been discussed, and he hoped the mover would be satisfied with the discussion, would withdraw the motion, and would not put himself afid others in the position of voting upon the motion, thereby indicating a feeling as to its merits, which it would not be altogether just to attribute to them. (Hear, hear.)

Mr. Gladstone seconded the appeal just made, and said they all approached the discussion of the motion with a prepossession in its favour. The battle of the gauges was fought in this country 30 years ago, and nothing could be more decisive than the victory of the narrow over the broad, and of uniformity over diversity; so the narrow gauge and uniformity had become with us a sort of fixed principle, and we were slow to admit the possibility of a different arrangement. There were peculiar exceptions in this country, but they hardly detracted from the general rule. Coming to the question with a prejudice in favour of the motion, there were strong reasons why the House should not agree to it. As the discussion in an abstract form of a title by the House to give directions to the Government of India in matters of executive detail, it would be an important precedent, the effect of which ought to be well considered. The primary effect of passing the motion would be to increase the financial burden of India, and the House was much stronger when it interposed in favour of those who paid taxes than when it did so to increase them. Again, on this question the ordinary positions of Government and independent members were reversed, and independent members were those who spoke with what corresponded to official authority, while the Government were in the position of independent members. The knowledge they had acquired in the discussion scarcely rendered them competent to deliver a judgment, and the authority of the House should not be exposed voluntarily to a rebuff, such as might, perhaps, follow the passing of the resolution, if the Council of India should feel compelled, within the limits of its power, to resist it. The House would not pass such a resolution in the case of a Colony having a representative assembly. As a substitute, India had a body of gentlemen independent of Parliament. The passing of the resolution might leave the House in a painful position in case it did not produce the effect desired. He did not give his judgment in favour of or against what had been said of the Government of India. No doubt the debate would be well considered by the Viceroy and his Council, and the Government would take care that it reached them. He could not go further without compromising the independence of the Indian Government, but he hoped the hon. member for Orkney, with his knowledge of the ability, diligence, and impartiality of the present Governor-General, would be satisfied with that assurance and with the discussion, and would leave the matter there without pressing the motion.

The amendment was then withdrawn.

ENGLAND AND HER COLONIES.

(*Times.*)

THE Colonies have really some reason to complain of the treatment they receive in the Imperial Parliament, but those who offend against them are not the Statesmen to whose economical tendencies has been imputed the guilt of disruption, but the well-meaning persons who have constituted themselves the peculiar champions of Colonial interests. Schemes for the reconstruction of the Empire, of Colonial Federation, and the like have been put forward vehemently and confidently by a few visionary politicians as the indefeasible right of our Colonial fellow-subjects, and the price we must pay for their continued loyalty. Others, giving more or less credit to these too sanguine representations, draw from them an inference which some of the self-constituted spokesmen of the Colonies may be prepared to accept, but which we are quite certain Colonial feeling would for the present, at all events, reject without hesitation. The motion which Lord Eustace Cecil on Friday night asked the House of Commons to adopt involves a daring proposition; but it is directly deducible from the principles which Mr. Macfie and others in and out of Parliament have of late been sedulously preaching. Mr. Macfie, indeed, did not hesitate to back Lord Eustace Cecil's proposal that the House of Commons should pass a Resolution declaring that the time had now come when our Colonies, in proportion to their wealth and population, should contribute in men and money to the defence of the Empire, and that they should be invited by Parliament to make such contributions. We congratulate the member for Leith on the inflexibility of his logic; but we must take the liberty of doubting, now more than ever, if he represents in any sense of the word those in whose name he affects to speak. We do not question the loyalty of our Colonial kinsmen, and we believe if the Mother Country were again to undergo the ordeal of a disastrous war she might rely on the aid as well as the sympathy of her affiliated nations. But in existing circumstances we do not see the least ground for hoping that the Colonies would be willing to contribute their share of keeping up the Imperial Army and Navy. Their answer to any request for such aid would certainly be that this expenditure is regulated entirely by the responsibilities of England as a great European and Asiatic Power, and by the relation in which she stands to other great Powers. We pass by for a moment the fact that the Colonists have no voice in the administration of this expenditure. Mr. Macfie would tell us that there is an easy remedy for this defect—a remedy which in our judgment would be mischievous, if it were not utterly impracticable. But no representation of the Colonies in Parliament, no Federation devices, could alter the relation of England to the great Powers of Europe and to her Empire in Asia. In these the Colonies of necessity can have but a remote and feeble interest, and we assuredly could not consent to regulate in accordance with any shiftings of Colonial opinion the military and naval strength needed for the security of the Empire.

Yet, if we do not mean to give the Colonies a real voice in determining our expenditure on the Naval and Military forces of the Monarchy, and the manner of its application, we should merely mock them with the figment of representative right which Mr. Macfie proffers. It is not necessary here to analyse the objections to all the schemes of Federation which have yet been put forward; but the Colonists are quite shrewd enough to see that under no possible modifications of our Parliamentary institutions could they hope to have a predominant influence in the House of Commons, and they are not as a class likely to part with solid advantages for the sentimental attractions of a nominal share in the Government of the Empire. They would be represented, according to the plan of Mr. Macfie and others, at Westminster, and taxed by the Imperial Parliament there assembled; but the representation would be a fiction and the taxation would be a fact. Is it likely that they will knowingly take upon themselves so unequal a burden? Unless a great and sudden change has occurred in Colonial opinion, we are convinced they would not only be disinclined to accept any arrangement of the sort, but would laugh in the face of any person who should make such a suggestion. According to Lord Eustace Cecil's motion, the Colonists are to be "invited to contribute" contingents of men or sums of money to the defence of the Empire. But, even granting that they accepted the principle of liability to contribute, we should esteem it nothing short of a miracle if all agreed in contributing to the Imperial Exchequer at the same rate and in the same way. Any discrepancies, however, in the amount and the nature of the contributions from those willing to contribute would inevitably lead to loud complaints, bickerings, and heart-burnings, and do more to relax the bonds of loyalty which bind the Colonies to the parent State than all the apathy, blundering, and unwise economy with which the Colonial Office has been charged.

Let us consider, too, the undignified position in which Parliament would find itself placed if after passing a resolution such as that proposed by Lord Eustace Cecil, any number of Colonies were to decline to meet the invitation with a blunt refusal, or to treat it with silent contempt. Either course, we should say, is quite possible, and even probable; nor do Mr. Macfie's asseverations that the Colonists are willing, and even eager, to open their purse-strings re-assure us. We fail to see in the policy of the present Government—a policy which so far from differing in any material respect from that pursued by their predecessors, has, in fact, as Sir Charles Adderley frankly admits, carried out the plan and continued the traditions of the last Conservative Administration—any excuse for Lord Eustace Cecil's crude measure of innovation. Some years ago, it is quite true, we had undertaken burdens in respect of our Colonies which, in the aggregate, were extremely oppressive, and which, having regard to the pressure of taxation at home and to the Legislative independence of the Colonists, were not justified. We have gradually and cautiously receded from this untenable position, and though irresponsible declaimers have done their best to sow the seeds of ill-feeling between the Colonies and the mother country, we are glad to believe that the good sense of our kinsmen has appreciated the integrity of our proceedings and fairly taken the measure of their own duties. The self-government of Colonies has at length begun to bear its natural and proper fruit. Canada has set the example of organizing its own defence, and has done it so well as to teach us at home more than one useful lesson. Australia and South Africa, we doubt not, will soon follow, and the inexpensive, though effective, fleets and armies of our Young Englands across the sea will constitute at no distant day an important element in the strength of the Empire. But this duty we must leave to the Colonists to learn for themselves. It would not consort with the dignity of England to command it, because it would be inconsistent with all our principles of policy to enforce it. The vice of Lord Eustace Cecil's motion was that it committed Parliament to a formal demand. It asked something unreasonable, and asked it improperly. The sense of the House of Commons is against such experimental methods of procedure, but this motion will not have been useless if its withdrawal has, for the present Session at all events, set the Colonial Question at rest.

VESSELS IN BOMBAY HARBOUR.

FOR LIVERPOOL.

862 Ambrose, Fickle—E. Bates & Co.
1324 Bride of Lorne, Gilmore—Lawrence & Co.
623 Clare, Mackay—F. Muir & Co.
1299 Hannah Law, Dawson—The Captain.
1279 Kirkwood, Sinnott—W. Nicol & Co.
914 Octavia, Twaits—R. Steuart & Co.
577 Phenton, Gibson—The Captain.
1193 Thunderbolt, Coldsworthy—F. Muir & Co.

FOR LONDON VIA MADRAS.

981 Princess Somawaty, Betham—Sir C. Forbes & Co.

FOR HAVRE.

507 Fluolin, Livingstone—The Captain.

FOR FALMOUTH.

866 Undaunted, Young—F. Muir & Co.

FOR RANGOON.

938 Louisa, Lever—S. A. and American & Co.

FOR COAST & CALCUTTA.

370 Mariastella, Cluzure—H. A. Sedick.

FOR MAURITIUS.

488 Fazul Currim—Nacoda.

FOR NEW YORK.

1217 Athena, Pierce—The Captain.

NOT FIXED.

1287 Annot Lyle, Yeo—Lawrence & Co.
796 Granite City, Ellis—W. Nicol & Co.
1296 Augusta, Baynes—The Captain.
1118 Helen Scott—Gribble—R. Steuart & Co.
661 Happet, Matheson—The Captain.
1116 Lord Clyde, Ellis—R. Framjee.
1259 Mabel, White—E. Bates & Co.
1932 Melicete, Dunn—The Captain.
699 Marchioness Londonerry, Gould—F. Muir & Co.
559 Ocean Belle, Jarvis—The Captain.
878 Ruby, Gray—The Captain.
850 Waterloo, Holland—H. M. Seedick.
1046 Water Witch, Findlay—G. Yeerjee.

STEAMERS.

OVERLAND ROUTE.

1253 Golconda, Coleman—P. & O. Co
2092 Khedive, Steward—P. & O. Co.

FOR LIVERPOOL.

1076 Atholl, Scott—W. & A. Graham & Co.
937 Bengalese, Peacock—The Captain.
835 Cingalese, Black—R. Steuart & Co.
1301 Gresham, Bulkley—McCulloch, Browne & Co.
1035 Lorne, Butcher—W. & A. Graham & Co.
252 Ravensworth Castle, Sergeut—McCulloch, Browne & Co.
866 Stephenson, Forster—Lawrence & Co.
957 Wimbledon, Watson—The Captain.
1476 Yeddo, Owen—W. Nicol & Co.

FOR TRIESTE, &c.

1249 Memfi, Maratti, A. C. Gumpert.

FOR PERSIAN GULF VIA KURRACHEE.

636 India, Turner—B. I. S. N. Company.

FOR COAST, CALCUTTA, & CHINA.

943 Java, Arun—B. I. S. N. Co.

NOT FIXED.

956 Berwick, Ward.
1118 Crosby, Valle—W. & A. Graham & Co.

COUNTRY TRADERS.

380 Fez Raleanee, Pierre.
127 S. M. A. Cadur Bux, Nacoda—Papa Nana.

ROYAL NAVY AND BOMBAY MARINE.

300 Clyde.
993 Columbine, Hereford.
182 Constance, Chapman.
472 Dagmar,—Steam Tug.
1066 Dalhousie, Warner.
3037 Glasgow, Jones.
1584 Lynx, Keats.
308 May Frere, Guthrie.
570 Nimble, Harington.
408 Sind.
703 Wolverine, Wratislaw.

F. BRABY AND CO., LIMITED,
FITZROY WORKS, EUSTON ROAD, LONDON,
MANUFACTURERS OF
IRON BUILDINGS AND ROOFS,
VERANDAHS IN EVERY DESIGN,
WROUGHT IRON TANKS IN ANY FORM AND SIZE,
GALVANIZED CORRUGATED IRON, ZINC ROOFING, SHEET AND PERFORATED ZINC,
WROUGHT IRON WORK OF ALL DESCRIPTIONS MADE TO ORDER.
Estimates submitted on application.
The Company having recently made large additions to their premises and machinery, are in a position to execute orders with great promptitude

KEATING'S
PERSIAN INSECT-DESTROYING POWDER,
AS SUPPLIED TO HER MAJESTY'S GOVERNMENT.
THIS POWDER IS QUITE HARMLESS TO ANIMAL LIFE, but is perfectly unrivalled in destroying Fleas, Bugs, Emmets, Flies, Cockroaches, Beetles, Gnats, Mosquitoes, Moths in Furs, and every other species of insects in all stages of metamorphosis.
Sold in Packets, Tins, and Bottles of various sizes.
KEATING'S BON BONS OR WORM TABLETS,
A PURELY VEGETABLE SWEETMEAT, both in appearance and taste, furnishing a most agreeable method of administering the only certain remedy for INTESTINAL or THREAD WORMS. It is a perfectly safe and mild preparation, and is especially adapted for children. Sold in Tins and Bottles of various sizes by all Chemists and Druggists.
THOMAS KEATING,
London, Export Chemists and Druggist.
Sold Retail by TREACHER & Co., Bombay and Poona.

FRAUD.
On the 27th June, 1866, MOTEEWALLAH, a Printer, was convicted at the Supreme Court, Calcutta, of counterfeiting the
LABELS
Of Messrs. CROSSE AND BLACKWELL, London, and was sentenced by Mr. Justice Phear
TWO YEARS' RIGOROUS IMPRISONMENT;
And on the 30th of the same month, for
SELLING SPURIOUS ARTICLES
Bearing Labels in imitation of Messrs. CROSSE and BLACKWELL'S, SHAIK BACHOO was sentenced, by the Suburban Magistrate at Sealdah, to
TWO YEARS' RIGOROUS IMPRISONMENT.
CAUTION.—Any one selling spurious Oilmen's Stores, under Crosse and Blackwell's name, will be liable to the same punishment, and will be vigorously prosecuted. Purchasers are recommended to examine all goods carefully upon taking delivery of them, and to destroy all bottles and jars when emptied. The GENUINE Manufactures, the Corks of which are all branded with Crosse and Blackwell's name, may be had from EVERY RESPECTABLE DEALER in India.

LIVER PILLS FOR INDIA AND THE COLONIES.
DR. KING'S DANDELION and QUININE LIVER PILLS (without Mercury), are the best remedy for Bile, Wind, Indigestion, Sick Headache, Spasms, Giddiness, Heartburn, Nervousness, Gout, and all disorders of the Stomach and Liver. They combine mildness in operation with the most admirable effects, and as an aperient cannot be surpassed. Manufactured by JAS. ROBERTS, 48, Mortimer Street, London, W., and sold all over the World by most Chemists and Medicine Vendors, at 1s. 1½d., 2s. 9d., 4s. 6d., and 11s.

LAMPS! LAMPS!!
FOR
KEROSINE, PETROLEUM, PARAFFIN,
WRIGHT AND BUTLER,
MANUFACTURERS AND EXPORTERS,
BIRMINGHAM.
Photographs and Books on application. Greatly improved designs. American Burners if desired. Chandeliers in great variety. Patentees of the celebrated
"ECLIPSE."—NO CHIMNEY BURNER!
All Orders must be sent through an English House, or accompanied by 60 days' draft.

DR. J. COLLIS BROWNE'S CHLORODYNE
IS THE ORIGINAL AND ONLY GENUINE.
THE Public are CAUTIONED against the unfounded statement, frequently made, "that the composition of CHLORODYNE is known to Chemists and the Medical Profession." The fact is, CHLORODYNE was Discovered and Invented by Dr. J. COLLIS BROWNE (ex Army Medical Staff), and so named by him, and it has baffled all attempts at analysis by the first Chemists of the day. The sworn Evidence of the prescribing have never been published. It is obvious, therefore, that anything sold under the name, save Dr. J. COLLIS BROWNE'S CHLORODYNE, is a spurious imitation.
CAUTION.—Vice-Chancellor Sir W. P. WOOD stated that Dr. COLLIS BROWNE was undoubtedly the Inventor of CHLORODYNE.
REMEDIAL USES AND ACTION.
This invaluable remedy produces quiet, refreshing sleep, relieves pain, calms the system, restores the deranged functions, and stimulates healthy action of the secretions of the body, without creating any of those unpleasant results attending the use of opium. Old and young may take it at all hours and times when requisite. Thousands of persons testify to its marvellous good effect and wonderful cures, even medical men extol its virtues as extensively, using it in great quantities in the following diseases:—Cholera, Dysentery, Diarrhœa, Colic, Coughs, Asthma, Rheumatism, Neuralgia, Whooping Cough, Cramp, Hysteria, &c.
EXTRACTS FROM MEDICAL OPINIONS.
The Right Hon. Earl Russell communicated to the College of Physicians, on Dr. T. Davenport, the last received information to the effect that the ONLY remedy of any service in Cholera was CHLORODYNE.—See *Lancet*, Dec. 31, 1864.
From A. Montgomery, Esq., late Inspector of Hospitals, Bombay.—"CHLORODYNE is a most valuable remedy in Neuralgia, Asthma, and Dysentery. To it I fairly owe my restoration to health, after 18 months' severe suffering, and when other remedies had failed."
Dr. Lowe, Medical Missionary in India, reports (Dec., 1865) that in nearly every case of Cholera in which Dr. J. COLLIS BROWNE'S CHLORODYNE was administered, the patient recovered.
Extract from *Medical Times*, Jan. 12, 1866.—"CHLORODYNE is prescribed by scores of orthodox medical practitioners. Of course it would not thus be singularly popular did it not supply a want and fill a place."
CAUTION.—None genuine without the words "Dr. J. COLLIS BROWNE" on the Government stamp. Overwhelming medical testimony accompanies each bottle.
SOLE MANUFACTURER.—J. T. DAVENPORT, 33 GREAT RUSSELL ST., BLOOMSBURY, LONDON.
Sold in Bottle at 1s. 1½d., 2s. 9d., and 4s. 6d.

BRISTOW, EDMONDS & WILLIAMS,
(Late BRISTOW & EDMONDS,)
PERFUMERS, FANCY SOAP MAKERS,
AND DRUGGISTS,
ALSO
GENERAL BRUSH MAKERS,
WHOLESALE AND EXPORT,
5, BISHOPSGATE AVENUE, CITY, E.C.,
LONDON,
(Established nearly 100 Years,)
So well known for their
ESSENCE OF PEPPERMINT, ESSENCE OF JAMAICA GINGER, and their JAMAICA and MARROW POMATUM.
These preparations are unique and unrivalled.
MANUFACTURERS OF
SEIDLITZ AND SODA POWDERS,
Specially for India, China, and the East.
CITRATE OF MAGNESIA,
In bottles of various sizes.
COLD CREAM, BEAR'S GREASE and CIRCASSIAN CREAM, Rose, Jasmine and Macassar Oils, Lavender Water, and Eau de Cologne.
ESSENCES, BOUQUETS and NOSEGAYS for the Handker, chief in great variety, including Ess. Bouquet, Jockey Club, Millefleur and Ylang Ylang.
FRENCH ESSENCES AND POMADES.
Liberal terms to Merchants and large Shippers.

BANKS.

DEUTSCHE NATIONALBANK,
BREMEN.
CAPITAL—15,000,000 Ths. (£2,250,000 STERLING).
LONDON BANKERS.
ANGLO-AUSTRIAN BANK; C. HENRY SCHROEDER & Co.
The Bank draws Bills of Exchange on their Head Office in Bremen and on their London Bankers, and purchases approved Bills on the Continent and Great Britain at the best current rates of the day.
VOLKART BROTHERS,
Agents in Bombay.

NATIONAL BANK OF INDIA (Limited)
CURRENT DEPOSIT ACCOUNTS.
Interest is allowed on Current Deposit Account at 2 per cent. per annum on the minimum monthly balances up to Rs. 1,00,000, but no Interest will be allowed on balances under Rs. 1,000.
FIXED DEPOSITS.
The Bank receives Money on Fixed Deposits and allows Interest thereon as follows:—
On De